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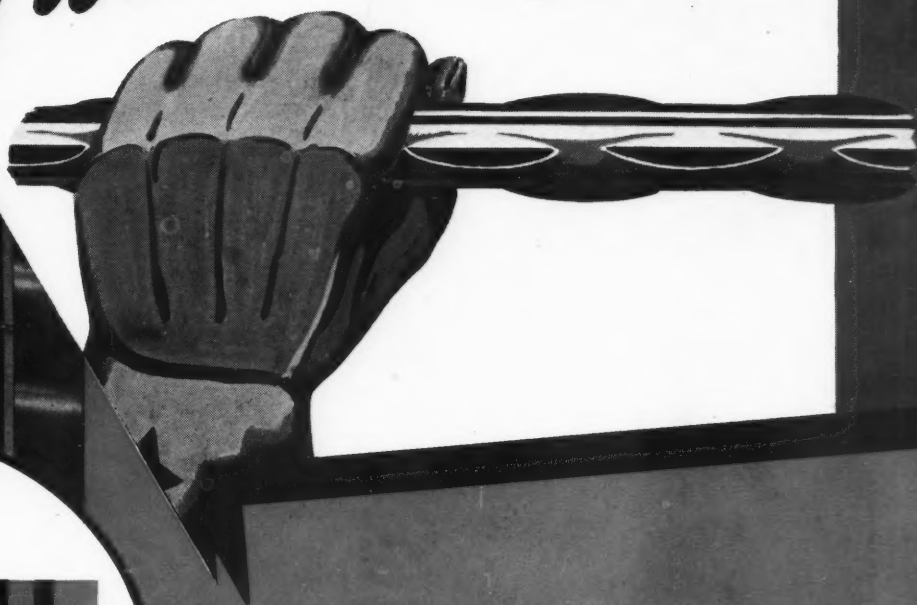
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# Railway Age

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## In This Issue

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### Railroad Purchasing in Wartime.....

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### Awful Immediacy of the Present!.....

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Selecting 1893 as "the half-way mark between the beginnings of railroads in this country and the present time," Dr. William C. Dickerman, chairman of the board, American Locomotive, sees the past 50 years as a preview of progress to be expected during the next half century.

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# The Week at a Glance

**PUBLIC SPENDING THREAT:** That government spending in the post-war period already is, and will continue to be, the principal issue before the American people was strikingly illustrated by an address of Dr. Alvin H. Hansen, economic oracle of the New Deal, before the National Industrial Conference Board last week. So says this issue's leading editorial which calls upon private enterprise to present a united front in meeting arguments of the spenders. Private enterprise in railroading is now most threatened by past and proposed government outlays; but the principles and policies adopted with reference to transportation will, if unchallenged, become precedents largely determining how much other industries will be affected by competition due to public spending.

**NON-OPS WATCHFUL:** Leaders of the non-op unions were meeting in Washington this week, but delayed announcing results of their strike vote while they watched the progress of the Truman-Crosser resolution to award them a straight eight-cent hourly raise, and waited for returns from the ops' strike ballot. The resolution advanced another step when the Senate interstate commerce committee accepted the recommendation of its sub-committee and voted to report the measure favorably to the Senate. Meanwhile, reports from labor circles were predicting a very lopsided majority in favor of a strike; but "all concerned" nevertheless desire a "peaceful settlement."

**RECORD OF MIRACLES:** The Car Service Division's annual report this week laid before Association of American Railroads member roads a chronicle of the miracles being performed as new efficiency records in the handling of freight cars continue to be established almost daily. The report is reviewed back in the News Department. It makes a wide distribution of credit for the good job being done, parceling out liberal shares to railroad officers and employees, shippers, the O. D. T. and I. C. C., the Army and Navy, and other government agencies.

**TEACHING SAFETY:** For the past year the Reading has been operating a hand-brake and safety instruction car to carry the message of safety to its employees. Fitted out in the railroad's shops, the car has been moved from point to point on schedules convenient to train crews, shop and maintenance people. Attendance is not compulsory, but the idea has so clicked with employees that more than 8,000 have attended the demonstrations. A description of the car, together with an outline of its operating routine, is given in an illustrated feature article herein.

**MANPOWER CRISIS?:** In its latest appraisal of the manpower situation, the O. D. T.'s Division of Transport Personnel finds it "now becoming serious, especially in maintenance and repairs." Employment

in the transportation industry rose 400,000 in the two years from July, 1941, to July, 1943; and an estimated 62,000 more jobs must be filled before July, 1944. As O. D. T. sees it, women and negroes "constitute the greatest reservoir of new workers," but so far these "have been underutilized by transportation in general."

**PAST IS PROLOGUE:** Getting away from the "awful immediacy" of the present, William C. Dickerman, chairman of the board, American Locomotive Company, has found comfort in a look at the future from the "past is prologue" point of view. In his review of the last 50 years he finds perspective to predict that what was true in 1893 is true in 1943—the "germs of tomorrow's progress" are born "of the very discouragements of today." Mr. Dickerman's penetrating and forceful observations are set forth in one of this issue's feature articles.

**HOSPITAL CARS:** Thirty-two club-lounge, observation and business cars, which wartime restrictions had forced out of their usual roles, are now going into war service as Army hospital cars. They were purchased by the government from various railroads and are now being converted at the St. Charles, Mo., plant of the American Car & Foundry Company. An illustrated article tells how it's done.

**WARTIME PURCHASING:** Purchasing officers have encountered many new and perplexing problems in this war of materials, with its controls and restrictions. How they have solved them to secure the more than 108,000 different items of materials required by the modern railroad is told by Frank S. Austin, purchasing agent of the New York Central, in one of this issue's feature articles.

**LOCOS FOR INDIA:** Orders for the first locomotives to be built in Canada for service in India have been placed by the Indian State Railways with the Canadian Locomotive Works and the Montreal Locomotive Works. There will be 145 of them—2-8-2s, built to Canadian Pacific standards, with C. P. R. inspectors on the job during construction and a C. P. R. engineer in India for the re-assembly. Prior to the war, India's orders for equipment went to Great Britain.

**NO MORE ERSATZ CARS?:** Inquiries in Washington have elicited assurances that the War Production Board will approve the construction of all-steel freight cars beginning with next year's second quarter. Heretofore the W. P. B. has been insisting that railroads order the so-called composite-type cars, but conditions have changed with the easing of the steel-supply situation and the increasing scarcities of lumber and manpower. The course now expected to be adopted has been urged for some time by the Office of Defense Transportation.

**MILITARY RAILROADING:** It's a hazardous occupation, but nevertheless rich in anecdotes so dear to the heart of the railroad man. In a feature article herein, Lt. Col. Robert A. Radford tells something of the life in North Africa where railroading is an international melange of United States, British, and French military personnel, French civilians and Arabs. But sleeping Arab brakemen become "least of the hazards" when soldier crews must guess which bridges have been destroyed by the enemy and where his booby traps have been concealed.

**COOPERATION CHEAPER:** A critical transportation situation requires resort to either compulsion, i.e., priorities or embargoes, or voluntary measures; and O.D.T. still prefers the latter approach. So Director Eastman has appealed to the country's large shippers for cooperation in the current drive toward improved freight car utilization. He calls for ready acceptance of any sacrifices or expenditures to that end, assuring business men that the cost of their contribution to greater efficiency will be "far less" than would be their losses from an incomplete transportation service.

**COLOR LINE ERASER:** The President's Committee on Fair Employment Practices has followed through from its recent hearings to issue "cease and desist" directives against 23 railroads and seven labor unions, charged with discrimination against negroes. The directives call for elimination within 30 days of specified employment and promotion practices and abrogation of certain management-labor agreements—or else the committee must take "appropriate steps." The railroads contend that the alleged discriminations are the outcome of "prevailing manners and customs of the civilization of the section" which they serve; while the unions have thus far given the committee the silent treatment, ignoring its invitation to appear at the hearings and submitting no answer to the charges.

**PUBLIC RELATIONS FAILURE:** Effective railroad public relations work calls for courage to meet all attacks squarely and promptly, to refute all misrepresentations, and to advocate every transport policy that is in the public interest. That is the theme of one of this issue's editorials, which recalls how *Railway Age* was criticized for advocating such a course four years ago with respect to the southern freight-rate controversy—now a forcible illustration of a public relations failure wrought by divided counsels and timidity. If the railroad had met the southern governors' propaganda in prompt and straightforward fashion they would not now be facing into a situation where an overwhelming majority of newspapers, people, and even shippers in the south have become convinced that their section is the victim of freight rate discriminations.

**BOSTON  
AND  
MAINE**

**36% LESS TIME  
28% MORE TONS  
NO "PUSHER" ON GRADES  
NO STOPS FOR FUEL AND WATER**



**A** NEW record for freight-train performance over the 186 miles between Boston and Mechanicville, N. Y., has been established by the Boston and Maine Railroad. One of their new 5400 Hp. Diesel Road Locomotives, built by General Motors, hauling 125 freight cars (more than a mile of train), totalling 3839 actual tons, has made a non-stop run over this route.

The new record was made on a regularly-scheduled freight train run — "B-M 5." The average load of this train is 3000 actual tons and requires the services of "pusher" locomotives over the two steep grades on the route. The GM Diesel made the non-stop run *without any "pusher" service* in 6 hours and 25 minutes, as compared with the usual average run of approximately 10 hours and requiring stops for water enroute.

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# RAILWAY AGE

## Program of Huge Government Spending

That government spending in the post-war period already is, and will continue to be, the principal issue before the American people was strikingly indicated by an address of Dr. Alvin H. Hansen, economic oracle of the New Deal, before the National Industrial Conference Board last week. The railroads are especially concerned, because every program of huge government spending includes big expenditures to aid competitors of the railroads; and Dr. Hansen's program even includes government expenditures on railway tracks and terminals which probably would lead to government ownership.

Dr. Hansen contended that, to maintain full employment in case of the threat of depression within a few years after the war which he anticipated, total construction should be "pushed up to \$15 billion to \$18 billion per annum." He emphasized the decline of private investment in the late '20s as a prime cause of the depression in the '30s. Total expenditures for construction in the United States in the '20s reached a maximum of \$11,144 million in 1927, of which \$8,776 million was private and \$2,368 million was public—i.e., made by the federal, state and local governments. Total construction had declined in 1933 to \$2,416 million, of which \$1,200 million was private and \$1,216 million was public. The decline in private construction was \$8,728 million and in public construction was \$1,152 million. For government to have "pushed up" total construction to \$15 to \$18 billion in 1933 would, therefore, have required 12½ billion to 15½ billion of government construction.

It is not many years since bills appropriating around \$50 million for rivers and harbors were denounced as wasteful "pork barrels" intended to provide senators and representatives with means of buying votes back home. The appropriation of \$4 billion in the National Recovery Act (1933) for temporary "pump-priming" was the first ever made in this country, not merely to provide public works claimed to be needed, but to increase employment and stimulate business. The largest federal, state and local government expenditures for both construction and "work relief" ever made in any pre-war year were 3 1/3 billion in 1938. Now the New Deal's oracle estimates that, to prevent depression and unemployment, there should be made annual government expenditures on construction four or five times as large as were ever made before the war. And so fast and widely has faith in private enterprise declined, even within private enterprise itself, that some business interests are advocating larger government expenditures on construction than ever before for much the same reasons as Dr. Hansen.

Our governments could not make such huge investments of the taxpayers' money without making the bulk of them in means of transportation, housing, power plants, factories and other property that would compete with the privately-owned property of those who paid the taxes. Why assume that such huge funds, if taken and invested by government, would contribute more to employment and prosperity than if they were left in the ownership of private individuals and corporations to be invested by them? Advocates of government spending reply that when the available funds were left in the hands of private enterprise in the late '20s, private enterprise caused depression by largely reducing investment. Therefore, (so runs the argument) government should maintain or increase construction in future whenever there is danger that private enterprise will not do so; and there

Efficiency  
FOR VICTORY

is serious danger that private enterprise will not do so in the post-war period.

Private enterprise must effectively meet this argument or expect not only to see the railroads subjected to greatly increased competition by government investment, but also to see almost every other branch of private enterprise subjected to competition by it. Regarding every proposed form of government construction there should be asked at least four questions. First, is the government that it is proposed shall make the expenditure in a sound enough financial condition to afford the proposed? Second, will the proposed investment by government provide something that the public needs at a cost not exceeding the need for it? Third, will it provide some product or service that private enterprise could not reasonably be expected to provide at less cost if afforded the opportunity? Fourth, will it cause government-subsidized competition with some form of private enterprise that will undermine and tend to destroy private enterprise?

As private enterprise in railroading is now most threatened by past and proposed government spending, private enterprise should present a united front (1) for legislation, federal and state, to require that every commercial carrier by water, highway or air pay tolls equalling the costs of its use of waterways, highways or airports, and (2) against further government investment in means of transportation, for the commercial use of which government is not reasonably certain to collect fully compensatory payment. Dr. Hansen's program shows that government spending is being promoted on a scale that threatens private enterprise in almost every important industry; and principles and policies adopted now with reference to transportation inevitably will become precedents largely determining how much other industries will be affected by competition due to government spending.

## What Prospects for Lumber after the War?

Lumber now constitutes one of the most perplexing problems facing railway procurement officers. The lumber industry has been characterized as "the Nation's No. 1 Raw Material Problem" by Representative Henry Jackson of Washington, chairman of a House subcommittee appointed to investigate lumber problems.

According to the Jackson committee, the country is now short 6,000,000,000 feet of lumber, based upon minimum estimated requirements for 1943. The difficulty of the lumber industry is attributed by the committee to lack of manpower, lack of adequate price controls on stumpage, failure to utilize the services of wholesalers, lack of proper circulation of procurement information by both federal and private buyers and a general lack of foresight by all concerned.

The chaotic condition of the lumber industry may be ascribed largely to the early methods employed by the government in attempting to control prices and

enforce regulations, as well as to lack of co-operation, concerted effort and a clear-cut long-range policy on the part of lumbermen and lumber associations. Early in the period of government control, the men chosen to tackle the problem had little if any lumbering experience, and unscrupulous operators and dealers were quick to take advantage of the loopholes left in the regulations to boost prices.

Generally, the situation on the Pacific Coast has improved gradually and definite controls are being established. But among the many small mills of the Southern, the Eastern and the Atlantic states, the problems have been aggravated. Approximately one-third of the nation's 30,000 individually-owned sawmills were reported idle in mid-summer—the majority of which are in the Southern states and represent more than 15 per cent of the country's lumber-producing capacity.

In addition to these problems, the vicious and nefarious practices of the Black Market have infected many of the smaller mills and distribution yards to add to the many complexities facing the railway buyer. Many of the principal items of railway lumber have more than doubled in price since the outbreak of war. The railway buyer has of necessity sent out lumber inquiries containing several optional grades, and, lately he has been forced to buy better-than-ordinary grades to insure deliveries within a definite time limit. The lack of foresight on the part of the lumber industry may well prove to be a boomerang in the postwar period. Its general attitude in war has opened the door for the introduction and use of alternate materials and foreshadows the loss of many uses of lumber that have been built up and maintained through the years.

The steel industry, with an annual capacity of 100,000,000 tons, has no problem of reconversion to peacetime production and can swing immediately into its normal lines. Aluminum will emerge from war with an annual production of 1,500,000 tons. Magnesium has been the object of great ingenuity and invention which substantially has increased its availability. The question is quite apropos: What of railway lumber requirements after the war?

## Stay Within Clearance Limits

Many railroads, particularly those in terminal areas, have been experiencing difficulties because of the failures of originating lines to bill cars through to destination. Such billing, necessarily, implies that published clearances have been checked where loads are of such dimensions that there can be any question concerning either overhead or side clearance; in some cases third-rail clearance must also be considered. Many cars are reaching terminal areas which cannot be delivered to the points to which they are consigned without either transferring loads or rerouting cars. Every such car



received involves a loss of time in delivery, extra shifting and, when transferring the load is necessary, the expenditure of man-hours which could be much more profitably employed in the performance of other duties.

Clearance difficulties are not confined, however, to terminal areas. One road recently reported an experience with a carload of lumber which might have had serious results. Measurements on the height of the load had evidently been taken to the top of the lading and were found to be within tunnel and bridge limits. Measurements, apparently, were not taken on the stakes which extended above the top of the load. As the car entered a tunnel these stakes struck the tunnel mouth and were sheared off without disturbing the load.

In another reported instance it was necessary to jack a car and remove the springs, substituting small blocks, in order to obtain bridge clearance for delivery of an urgently needed piece of war machinery. Cases have been numerous in which such a procedure was not feasible and shipments required transfers or rerouting.

Failure to take accurate measurements probably accounts for loads being accepted by clearance clerks which later meet with trouble en route. Such measurements must be taken at the highest point and at the maximum width. But this alone is not enough; it is important that consideration be given to the location of the highest point on the car, whether to one side or the other or at the center. In the case of overhanging loads it may be necessary to know whether the overhang is greater on one side of the car or the other.

Complete billing of cars should serve to eliminate all clearance troubles if oversize loads are reported as such and routings checked to insure that there are no points at which cars will be delayed. The use of published clearance tables can be supplemented, in case of doubt, by contact with line and terminal companies which will be traversed in getting loads to destination. A little delay at the outset to obtain correct information is preferable to delays occurring because of accidents, reroutings or transfers.

Another factor which is causing trouble in close clearance areas is the one of shifted loads resulting from improper or inadequate blocking or strapping of loads. In these cases cars measured as loaded meet clearance requirements but, if they are not loaded so as to prevent shifting in handling, parts of the loads move beyond clearance lines.

The exercise of proper care and the use of information readily available or easily obtained by an originating line can eliminate such troubles. Loads which are obviously oversize receive careful attention but the vast majority of the loads which cause difficulty are those where the failure to meet clearance requirements is to be measured in fractions of a foot. These are the ones which must be watched because they are the ones which cause delay, trouble, expense and accidents.

## A Failure in Public Relations

An experience of railways in the south within recent years forcibly illustrates how dangerous it is for any large industry to be inactive or silent regarding attacks upon it. Evidence indicates that an overwhelming majority of the newspapers, people and even shippers in that territory have become convinced that it is being victimized by discriminations in freight rates against it and in favor of the territory north of the Potomac and Ohio rivers and east of the Mississippi.

Propaganda to this effect was begun by the governors of southern states some years ago. Either the charge was true or it was not true. If true, the railways should have immediately begun adopting measures to remove the discrimination; if not true, they should have immediately begun publicly refuting the charge.

Four years ago (December 9, 1939) the *Railway Age* published an editorial criticizing the southern governors' movement as unwarranted economically and an attempt to secure a wholesale revision of rates by political pressure. This view was supported by a statement by Chairman Eastman of the Interstate Commerce Commission in an opinion in an interterritorial rate case, to the effect that the case involved "a political issue" which "had been decided in advance and without regard to the record by many men in public life of high and low degree." As the issue presented affected all the railways of the country, it demanded discussion in which spokesmen of the Association of American Railroads could with propriety have engaged. But for what it said four years ago the *Railway Age* was immediately criticized by the president of one of the southern lines; and there was virtually no further presentation to the public of the railroads' case until recently, after public sentiment in the South had been poisoned against the railways and the poison had begun spreading through the southwest into western territory.

We cite this instance to illustrate the ever-continuing need, not only of expenditure, but of intelligence, and especially of *courage*, in carrying on public relations work. The railroads apparently are better organized for public relations work now than ever before. Certainly they are spending more money on it than ever before. Why, then, did they so long fail to meet squarely in the public forum an issue of such importance to them? The principal reasons, apparently, were divided counsels and timidity. They could not agree for a long time on what to do and say; and they did not want any spokesmen for them to say what they now see should have been said, lest it have harmful repercussions.

The principal thing that always has been needed, and is still needed, in railway public relations work is more courage—courage enough squarely and promptly to meet all attacks, refute all misrepresentations, and advocate every policy as respects transportation that is in the public interest. And this courage is especial-

ly needed at the top; for no amount of public relations activity can be beneficially carried on unless management at all times inspires and backs it with courage.

## Additives for Diesel Fuel

Some railroads are making a practice of using additives in Diesel locomotive fuel to prevent the formation of carbon deposit in the engines. The same additives are used by home owners to avoid the formation of excessive carbon in oil-burning heaters, and railroad users claim that when treated fuel oil is used in train-heating boilers interior surfaces of fire chamber and flues stay clean with no heavy carbon deposits.

It is now quite general practice to hone Diesel-engine cylinder liners. Formerly there was some question as to whether liners should be bored, ground or honed, but the latter method has displaced the others. Its purpose is not to make a perfect circle of the cylinder cross section, but rather to break the glaze and put a matte finish on the surface of the metal. This allows the rings to wear in evenly and quickly. If it is not done, there will be some initial blow-by which will cause the formation of carbon and the rings will not wear in evenly.

With the reduction of octane ratings of automobile gasoline, additives for this fuel have appeared on the market. It is claimed by the merchandisers that they will increase mileage from 20 to 39 per cent.

The quality of Diesel fuel is subject to considerable variation. As an example, one operator who uses a permanently mounted filter in the oil line through which fuel oil is pumped from the storage tanks to the locomotive was asked how often it was necessary to renew the filter elements; whether he did it on the basis of time or gallons. He replied he did neither, saying the amount of unwanted material in the oil varied so no such procedure was possible. Time of change was determined simply by the rate at which the pump could put oil through the filter. When the flow diminished, the filter elements were changed.

Diesel operators who do not use additives remind us of the early days of automobiles when all manner of specifics were offered to car users for improving engine performance. One of the requisites for using them was that the engine valves be freshly ground. Grinding of the valves, of course, improved engine performance and introduced a second variable which made impossible any measure of the value of the additive.

Under normal operating conditions, there are such variations of performance requirements that the average automobile user and also the Diesel-electric locomotive operator is not in a position to make any quantitative measure of the value of such things, but the enthusiasm of some of the users indicates that they have value. Perhaps this is a subject which might profitably be explored by the A. A. R. Railroad Committee for the Study of Transportation.

## War Time Passenger Service

Too frequently the railroads are being blamed for poor passenger service, when in reality the fault is with the traveler who does not plan in advance, but expects to be served at the last minute and usually after all space available has been sold. "First come, first served" has been the railroads' policy and a change in it to satisfy a few individuals would arouse protest from the more alert from whom accommodations would be withheld.

When the demand for passenger service exceeds the supply, the railroads can do only what the storekeeper does—sell the goods on the shelves until the supply has been exhausted. "Must" travel, it may be assumed, should be given preference; but the railroads are not cloaked with authority to discriminate between travelers.

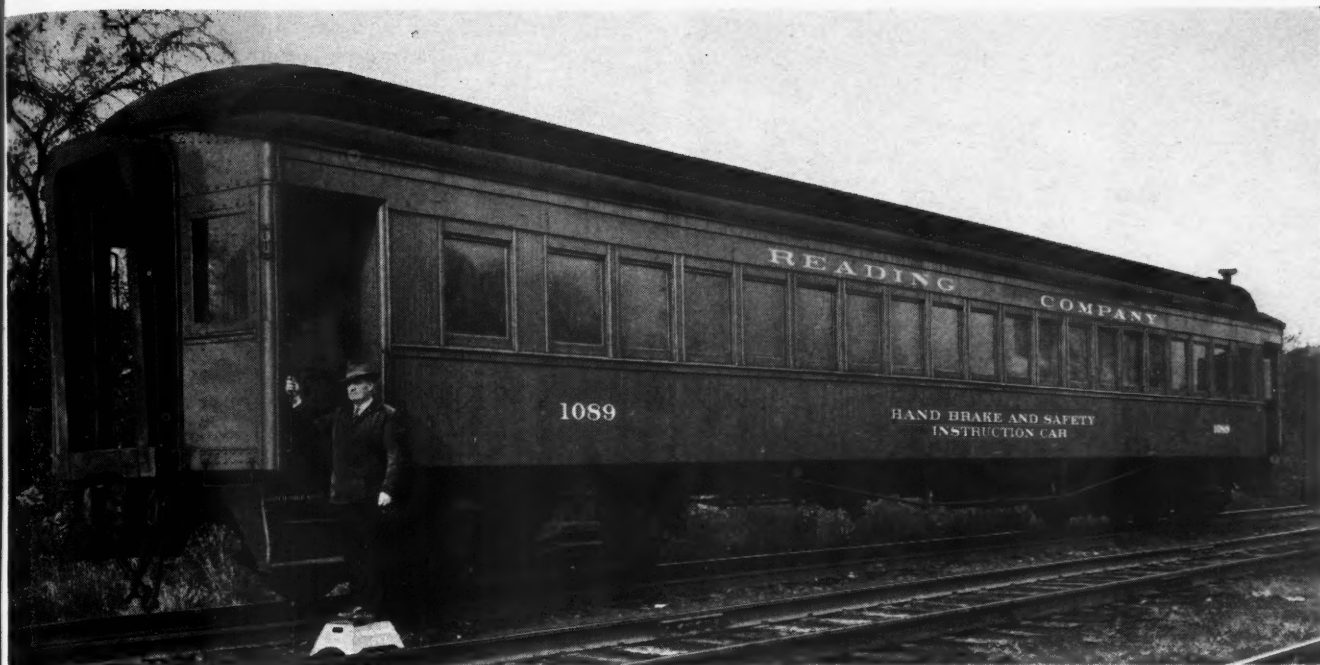
Most business men think their trips essential, and would resent being questioned about them by a ticket seller. The wife, sweetheart or relative who visits the soldier or sailor in camp would also resent questioning regarding the necessity of such travel. Criticism would be wide-spread if the railroads should question travel by men of the armed forces on furlough.

The railroads are also being criticized frequently for not keeping their cars in the condition of pre-war days; but if the traveling public were made aware of the fact that to hold cars out of service while walls and ceilings were washed or painted would mean fewer passengers carried it would probably complain less. In many sections where equipment is scarce, cars are cleaned in the stations upon arrival so that they can be used immediately in departing trains. Removal to yards or shops for more thorough cleaning, even if it involved only a few hours time, would prevent maximum utilization and cut down the number of passengers handled.

On the Chicago-St. Louis roads some cars are making two round trips a day. Even on the basis of one round trip daily, one of these roads estimates that if only two of its cars were shopped for only one day, it would mean a loss of 1,160 car-miles and deprive 175 to 200 persons of transportation. If each of the four railroads which operate between Chicago and St. Louis withdrew only two cars for a day, 800 persons would be deprived of transportation. On the basis of these figures, the effect of shopping cars for cleaning on the many heavily patronized runs in the United States can readily be appreciated.

The traveling public must take the responsibility for adjusting its demands to the supply, because the railroads are unable to secure more passenger cars. Thus far, it must be assumed that the railroads are providing the passenger service necessary to meet requirements, because neither business, the Army, the Navy nor the Office of Defense Transportation has defined necessary travel or attempted to secure drastic restriction of unnecessary travel.





*Instruction Car—On Step Is H. D. Shipe, Former Yard Conductor, Assigned to Duty as Instructor*

# The Reading Handbrake and Safety Instruction Car Goes to Town

**Exhibit with recorded lectures and demonstration finds enthusiastic audiences among company men**

A "HANDBRAKE and Safety Instruction Car" equipped by the Reading Company in its shops, and which has been in operation for a period of approximately one year, has proved its value in carrying the message of safety to employees of the railroad. The car, which is equipped with certain types of standard equipment, is moved from point to point on the railroad, remaining at the various locations from one to four days. Its schedule is arranged so as to place the car at points convenient to crews, shop and maintenance people, at times moving but a few miles from one location to the next so as to cover the entire railroad completely. Classes are scheduled so as to give crews an opportunity to visit the car just prior to or after their assignment and, while attendance is not compulsory, over 8,000 employees have witnessed the demonstrations and taken part in discussions during the period the car has been on the road.

H. D. Shipe, a former yard conductor, has been assigned to duty as instructor, much of the success being due to the fact that the men are being instructed by one of their own who speaks their language and who has had practical experience in handling the devices which he demonstrates.

The interest of the employees in voluntarily attending

demonstrations is evidenced by frequent discussions which generally terminate with their returning to the car to ask further questions and settle points of controversy, all of which results in better training of employees.

The car is equipped with eleven types of hand brakes mounted in operating condition along a bench near one



**The Signal Board in Use to Demonstrate One of the Recorded Lectures**



Handbrake Bench—Above Are Accident-Record Charts

end of the car. These include a Standard shaft brake, Ajax hand brake, Universal hand brake, Superior hand brake, Klasing hand brake, Miner power hand brake, Miner drop-handle brake, Champion hand brake, Champion Micro-matic hand brake, Equipco hand brake, and Drop Shaft Equipco hand brake.

The demonstrator shows how improper operation may result in ineffective braking, damage to the brake, or injury to the operator.

Mounted on a table near the center of the car is a lantern-slide projector, and a phonographic pick-up, amplifier and loud speaker. A short distance away, suspended from the ceiling, so it may be lowered in the same manner as a window shade, is a beaded screen on which to project pictures.

When this equipment is in use, the car shades are drawn and folding chairs are set out in front of the screen. The phonographic recordings make recommendations concerning safe conduct, and compare safe and unsafe practices. As the recorded talk proceeds, the demonstrator changes lantern slides to illustrate each practice referred to in the talk. The lectures cover riding cars, cutting cars in motion, coupling cars, application and release of brakes, safeguards to be exercised in going between cars to couple and uncouple air hose after insuring understanding with engineman, etc.

The talks and lantern slides are supplemented by a large album of photographs mounted on the wall. The pictures like those on the lantern slides compare good and bad practices, and the pages are mounted vertically on hinges, giving the observer an easy means of going over the suggestions covered by the recorded talk. They show, for example, right and wrong ways of coupling and cutting cars and moving about yards, and also include examples of proper and improper wearing apparel.

### Train Operation Boards

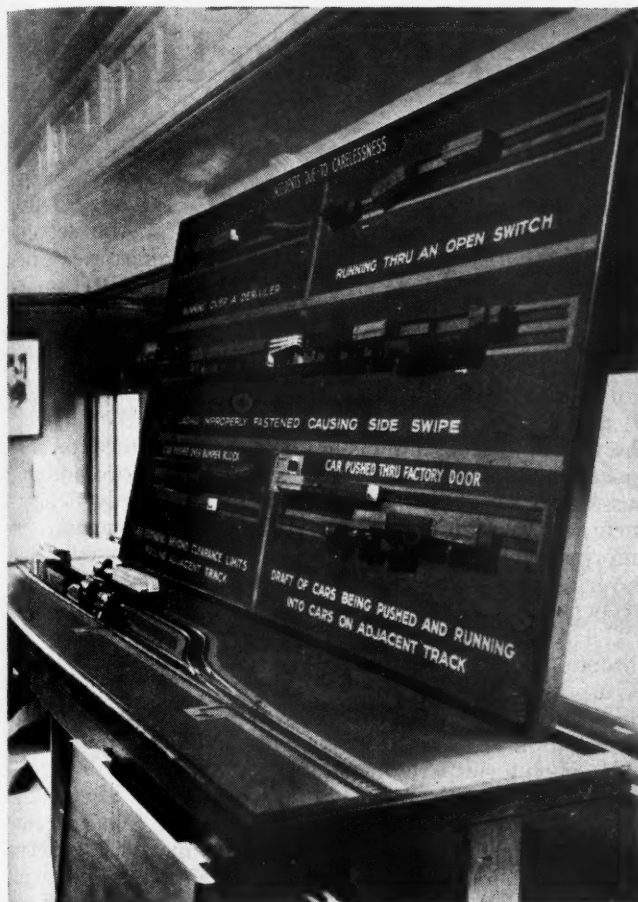
On the wall of the car opposite the brake bench is a board fitted with miniature tracks and locomotives and cars which can be moved along the tracks. This board is used to show accidents caused by carelessness, including running over a derailler, running through an open switch, effect of lading improperly fastened causing a side swipe, cars pushed over a bumper block, cars pushed through factory doors, and cars extending beyond clearance limits fouling adjacent tracks.

On a table below the board is a working model of



A General View of the Car—The Air, Steam and Signal Hose Rack Is Shown at Left, Handbrake Bench Along Left Side of the Car, and Train Operating Board at Right





**Train-Operation Exhibits with Working Models to Show How Accidents May Be Caused**

tracks and cars set up to show proper methods of shifting cars, and of proper placing of cars loaded with explosives or shiftable loads.

Other equipment in the car includes a full-size model of a coupler set up so it may be operated, high and low ground stand switches, and air, steam and signal hose also set up for operation. On a board at one side of the car are mounted various types of goggles recommended for different kinds of work. Four large wall-mounted accident record charts show which of the accidents recur most frequently.

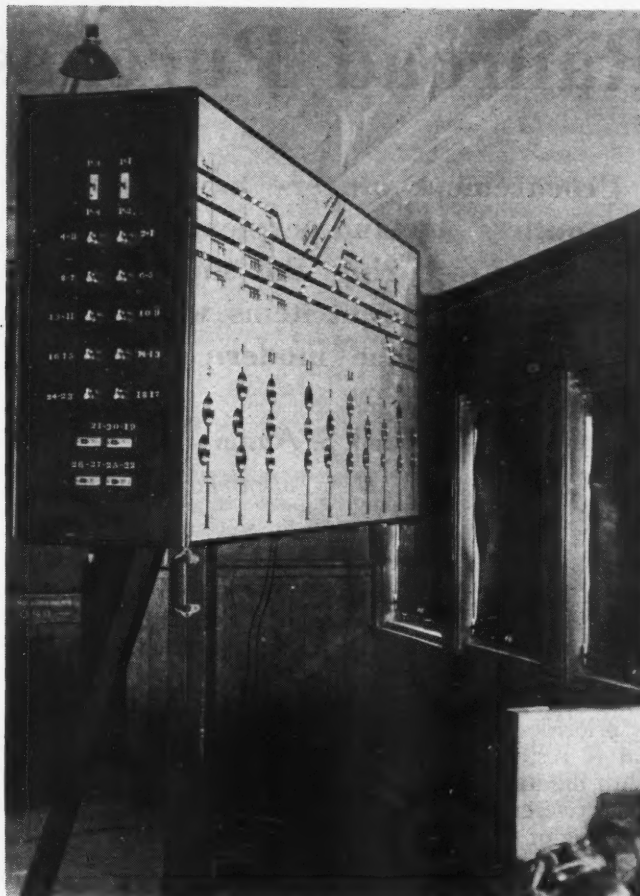
### Modelboard Signal Exhibit

A feature of the car is the signal exhibit. It consists of a board 3 ft. high and 7 ft. wide, hinged at one end so that it may be swung to one side of the car when not in use and across the car when demonstrations are being made. At the top of the board is an interlocking track diagram showing signal locations. Direction of movement is indicated by arrows.

On the lower half of the board, immediately below each signal location on the track diagram, there is shown the front view of the type of signal that would be used at that location.

At one end of the exhibit board there is a vertical switch panel which controls a number of small lights on the board. Lights on the track diagram may be used by the demonstrator for setting up various routes through the interlocking, while other lights show the corresponding signal aspects on the miniature color-light signals on the lower half of the board.

The arrangement of tracks in the interlocking diagram permits the display of typical signaling as follows:



**Signal Board Swung Part Way Out from Wall Showing Switch Panel to Control the Lamps on the Board**

movement from a three-track to a four-track branch; junction of double-track signaled branch; junctions of single-track, non-signaled branch; movement from a typical lead to a non-signaled yard track. This arrangement permits display of all modern aspects and indications. For purpose of identification, the home signals are designated by letters and numbers which in actual practice do not appear on the mast. Automatic signals are designated by number plates on the signal masts. It is the purpose of the signal exhibit to show the conditions under which all of the various aspects will be displayed and particularly the use of "advance approach," "approach medium," and "approach slow" indications which in every case require that a train restrict speed before passing the next signal.

### Recorded Lecture by Signal Engineer

In the course of the signal demonstration, the attendant operates switches on the end panel, setting up track conditions and signal aspects corresponding to those being referred to in a recorded lecture made by the signal engineer.

In the ensuing discussion, track routes and signal aspects are also set up for answering questions. Electric power at 110 volts for the operation of exhibits, phonographic reproducers, lantern-slide projector lights and fans is obtained from wayside connections where the car is parked.

The car was equipped at Reading, Pa., under the direction of E. P. Gangewere, superintendent of motive power. The signal exhibit was designed and installed by J. E. Hillig, foreman, relay repair shop, under the direction of E. W. Reich, signal engineer.

# Railroad Purchasing in Wartime\*

**Procurement officers have solved countless new and perplexing problems in securing the more than 108,000 different items which are required by the modern railroad**

**By Frank S. Austin**

*Purchasing Agent, New York Central System*

**B**Y REASON of the fact that this war is a war of materials, and since the military, naval and maritime services as well as the defense plants have withdrawn many materials normally used in civilian life, it has been found necessary to control the use of material by priorities and other means, to assure that such material is restricted to work essential to the war effort. With the inauguration of the Controlled Materials Plan and Preference Rating Order P-142, in April, 1943, the handling of railroad materials settled into a fairly orderly method of procedure, which eliminated the necessity for re-rating orders, a practice that had been so prevalent prior to that date.

Preference Rating Order P-142 was issued exclusively for transportation systems as a medium for securing materials required for maintenance and repair. This order prescribes that sixty days prior to each calendar quarter, an application on Form WPB-2585 shall be submitted by each railroad to the War Production Board, showing the material purchases required during that quarter. Later, the WPB reviews the data on this form, incorporates authorized purchases for the quarter and returns one copy to the railroad together with allotments and preference ratings to permit the purchase of the quantities of controlled materials and the monetary value of fabricated materials. Although this report involves considerable detail, it is simple and has worked satisfactorily.

## **How the Material "Bank" Works**

To prevent railway purchases in excess of the quantities authorized by the WPB, it is necessary for each railroad to keep books, or as we say, establish a "bank," setting up the quantities authorized; and, as purchases are made, the bank is reduced proportionately. This so-called bank must be divided in the same units as are shown in the authorized form WPB-2585: controlled items in pounds and tons; specialties in units and sets; and fabricated items in dollars. This bank is a store matter and is handled, on the New York Central, by the assistant general supervisor of stores.

Recognizing that the delivery of some material cannot be effectuated in the immediate quarter, the WPB has authorized the railroads to place validated orders in advance quarters. Controlled items up to 100 per cent of the allotment for the second quarter of 1943 may be ordered in the two quarters following the fourth quarter, or during the first and second quarters of 1944. Class B items, which are known as "fabricated items," may be

ordered ahead for three quarters, with quantities based on the allotment for the fourth quarter of 1943: 90 per cent for the first quarter, 80 per cent for the second quarter, and 50 per cent for the third quarter. This necessitates the setting up of banks in each of the quarters, and the quantities so used must be deducted from the authorized quantities, as approved by the WPB on form 2585, covering the respective quarter.

Information for the making of this report, in the case of the New York Central, is consolidated in the office of the assistant general supervisor of stores from data furnished by the mechanical department, for locomotives, cars and specialties; by the maintenance of way department, for specialties; by the accounting department, for information relative to fabricated items in money value covering inventory and consumption; and by the storekeeper, for controlled items.

There have been few changes in this report since its inception and it is hoped none will be necessary in the future as it apparently has worked satisfactorily for both the WPB and the railroads. The report gives the WPB information relative to inventories and uses; and when such inventories are in excess of those laid down by P-142, the allotments are cut accordingly. Under the heading "Inventory Control," P-142 states: "No operator shall accept delivery of any items of material (except fuel) if his storehouse inventory of such items is or will, by virtue of such acceptance, become greater than the quantity of such items he will be required by his current practices to put into a use authorized by this order during the succeeding 60-day period." However, the order permits maintaining minimum stocks for emergency use, and the acquiring of reasonable stocks of ties and lumber for seasoning.

## **Advantages of Controlled Materials Plan**

With more than 108,000 standard items which are ordered currently, and which are necessitated by the various types and classes of cars, coaches, locomotives, signals and equipment, it is not always possible to live up to the 60-day requirement of Order P-142. The railroads are watching this situation closely and much is being accomplished relative to a better inventory control. This control is being helped greatly under the CMP with its requirement that definite delivery dates be shown on orders, thereby assuring the storekeeper that he will get the material when it is required. This has a greater bearing on controlled items than on fabricated items.

The supplier, upon receipt of orders, must review his production schedules to determine whether he can meet the delivery dates shown. If the dates should not be acceptable, it is his duty to advise the buyer promptly and to substitute a future date, which the buyer, in turn must accept or reject in writing within seven days. The buyer may attempt to buy from some other source for his original delivery date, but in any case if he does not take prompt action within the seven-day period, he may even lose his place in the new delivery as offered by the first seller.

All of this represents considerable clerical checking

\* Abstracted from an address presented before the New England Railway Club, Boston, Mass., on November 9. Mr. Austin is a former president of the club.



on the part of both the buyer and the seller but eventually delivery dates are definitely arranged for, and, barring mishaps, delivery will be made on time. This is a great help to storekeepers. When these delivery dates are changed from one month to another, where the lap-over is from one quarter to another, the bank must be credited for one quarter, and debited for another.

The question arises as to how storekeepers know how far in advance to order and what delivery dates should be placed on orders for 108,000 items. Suppliers were circularized to ascertain the number of days required (from the date of the order) to secure delivery. This information was consolidated according to the AAR material classification and placed in the hands of the storekeepers and others having to do with the ordering of materials. This schedule is changing constantly and as information is received covering these changes, the schedule is corrected accordingly.

### Special Handling of Rail Accessories

Order P-142 takes care of the handling of materials for the maintenance and repair of rolling stock and equipment, as well as for right-of-way and signals, and for additions to and the modernization of locomotives, cars and coaches, as well as minor items of production capital equipment not exceeding \$500 per unit (excluding labor). New rail and track accessories, by reason of the heavy tonnage involved, require special handling. In July of this year, a complete statement was furnished the WPB showing each railroad's 1944 requirements of: (1) new rail, (2) accessories for new rail and (3) maintenance accessories.

From this statement, the WPB originates, form WPB-2585 showing the number of tons of new rail allotted for each quarterly period. It is then necessary for each railroad to break this tonnage down for each rail section required and to designate the mill from which delivery is required. A statement containing this information is submitted to the WPB for approval. The WPB then prepares Form WPG GA-242, and sends

one copy to the mill and another to the railroad. The railroad must then draw a formal order on the mill, properly validating and certifying it according to priority regulations, all within a seven day period. If this is not done within this period, the railroad may lose its place in the production schedule and it may be difficult to secure a new place within two or three months later.

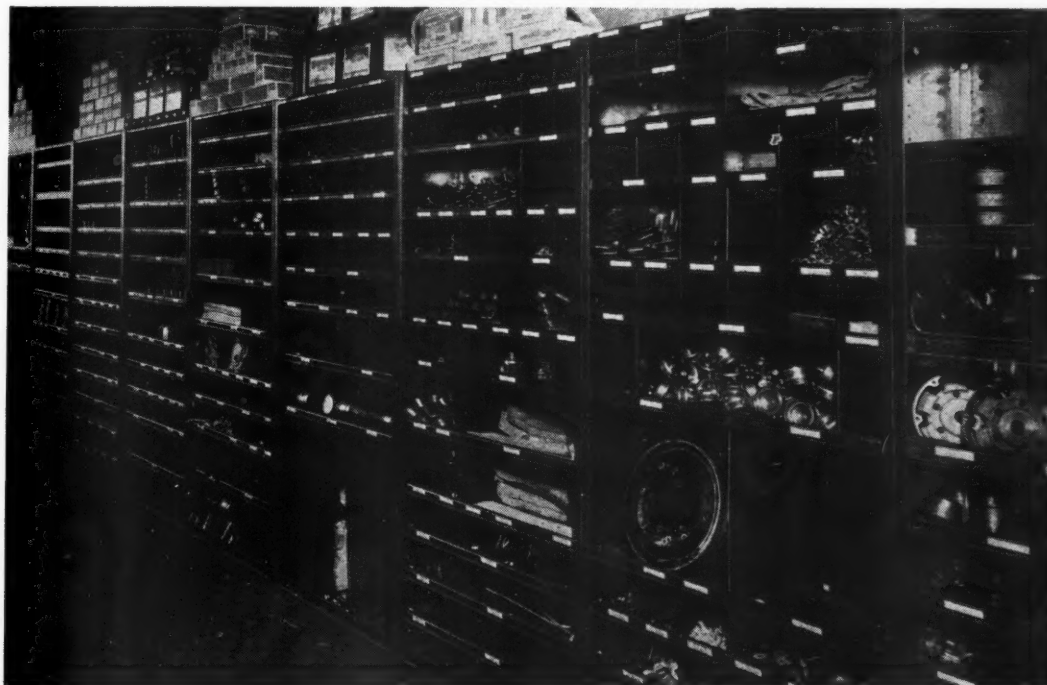
Controlled rail accessories, which bear allotments, such as spike bolts, angle bars and tie plates, are handled in the same manner as rail, but frogs, switches, crossings and parts, anti-creepers, switch stands, and guard rails are now classed as "B" products and preference ratings are authorized.

### Procuring Construction Material

Material acquired under the provisions of Order P-142 may not be used in construction with the exception that such material may be used to the amount of \$500 for a bridge, overpass, underpass, tunnel, dock, pier, bus terminal or a railroad or street railway building or group of buildings, as provided under Conservation Order L-41. Construction under L-41 covers the building or altering of any type of structure, including a building, road, bridge, dam, sewer etc., also the installation of equipment and fixtures. For permission to construct structures under \$10,000, application must be made to the local WPB on form WPB-2570 and for structures in excess of \$10,000, to WPB in Washington on form WPB-617.

Water tanks, coal docks, sand storage buildings, additional tracks or signals are operating facilities and as such do not come under the scope of L-41, but permission to construct must be secured as projects under WPB-617. When fire destroys all or a part of a building, the WPB at Washington must be notified by telegraph as to the urgency of rebuilding, the type of material and quantity needed, and priority rating or allotment will be authorized by return telegram.

There are many restrictions and certifications covering material not authorized by Order P-142; for example, electric motors and generators are governed by Limita-



**Close Attention to Procurement Details Has Developed Better Inventory Control**



tion Order L-221. When ordering new motors or generators, a certificate must be attached to the order, certifying that the buyer has no idle or surplus motors or generators of the type required and that three dealers in second-hand motors have been canvassed (names of dealers to be shown), and that they were unable to supply. This same certification must accompany any order to a machine tool manufacturer when such tool is equipped with electric motors.

Calcium carbide, used for generating acetylene for cutting and welding, is covered by General Preference Order M-190. Application must be made monthly for the quantity required, on form WPB-2945. Copper sulphate, governed by General Preference Order M-227, is handled in the same manner.

Freon for the cooling system in our coaches is covered by General Preference Order M-28 and may be secured only by directive. When a coach is out of service, the WPB is advised of the coach number and quantity of Freon required and authorization is secured for delivery from the nearest Freon warehouse.

Industrial power trucks are covered by Limitation Order L-112 and applications are made to the WPB on Form 1319. Later the original copy of the approved form is attached to the purchase order. Machine tools are covered by General Preference Order E-1-b. Applications are made on form WPB 541 (formerly PD-1A) and photostatic copies of the authority are attached to purchase orders.

### Material Salvage Eases Shortages

Restrictive Order M-9-C restricts the use of aluminum and copper. These materials are not to be used when less-critical materials can be used, and this restriction has affected much of our coach hardware and the plumbing supplies for our buildings. However, by the salvaging of old materials and repairs to such, and by the manufacturer substituting steel for copper, the railroads have not been too greatly embarrassed. Materials for locomotives were not greatly affected by this order. Restrictive Order M-126, restricting the use of steel, prohibits the manufacture of a great many items, but I doubt that this has seriously affected the railroads.

For years many railroads have formulated their own

specifications for various materials procured by the purchasing departments, but during this emergency period, individual specifications have been waived and the nearest AAR or ASTM specifications have been substituted. Similarly, lumber association specifications and grading rules have been substituted for railroad lumber specifications. This has no doubt resulted in some economies of manufacture through uniform descriptions for the same material.

Restrictions prohibiting the manufacture of an article in general use by railroads, have placed the burden of finding a substitute upon the purchasing department. This is accomplished usually by the help of the manufacturer. The substitute is submitted to the using department for approval, after which the stock book description is changed to meet the new description.

The foregoing list of special restrictions is only a small part of the number actually in force, but it gives some idea of the many rules and regulations which must be followed.

### Stabilization of Prices

There are many men who clearly remember the last war and the price situation as it existed during that period. There was no price control, and prices jumped from day to day and from week to week. Orders taken on the lower basis were often side-tracked for extended later delivery so that new and higher prices might be charged.

During this war, OPA has done an excellent job in stabilizing the prices of most of the materials that the railroads buy. The purchasing agent does not have to watch the price situation closely and by reason of the stabilization, deliveries are maintained as promised. The quarterly inquiries for prices which most railroads issued, have been largely eliminated. Of course, any clerical work saved in that respect is used ten times over in handling restrictions, priorities and deliveries. The Federal Register gives us early and authentic information relative to orders of the WPB and the OPA and this, supplemented by one of the commercial services in loose-leaf form, together with assistance from the WPB itself, the Association of American Railroads and the supply fraternity, helps to keep us well informed.

## Progress of "Democracy" on the Home Front

"The Administration has made an all but complete surrender to John L. Lewis. Mr. Lewis has now got about \$1.75 of the \$2 extra a day that he demanded early this year.

"In negotiating an agreement with him, the Administration has set aside the War Labor Board's policy of refusing to negotiate with a union while its members were on strike. The interruptions of work in the mines that have slowed down the whole war effort on four occasions have not been penalized but richly rewarded. . . .

"This contract is inflationary. On Mr. Ickes' own admission it will raise the price of coal. It kicks the 'Little Steel' formula into the ash-can. It is a notice to other unions that they stand to gain rather than to lose by striking or threatening to strike. . . .

"Seizing the owners' property and granting wage increases to strikers while they are still striking would hardly seem to most people the ideal way for the government to discourage future wage demands and future strikes. But the Administration and the War Labor Board, not content with

—From the New York Times

this latest surrender, have gone on to hint that bigger and better wage increases are in the offing. The President has named a five-man committee of the W. L. B. to investigate the cost of living, though this is already the function of the Bureau of Labor Statistics. . . .

"At the time of the attack on Pearl Harbor the President's Emergency Fact-Finding Board brought in a set of recommendations of wage increases for the railway unions. The unions did not think these increases big enough; they threatened to strike. The President, instead of supporting the decision of the Board, immediately yielded. In effect he told the Board that it had brought in the wrong answer and must try again. . . .

"No less deplorable than the final decisions in recent labor disputes have been the methods (or lack of method) by which they have been reached. Virtually every rule of sound organization or sound administrative procedure has been violated. The bad final decisions, in fact, have been the inevitable result of the bad methods. The present impasse in the railway wage dispute perfectly illustrates this."

# Awful Immediacy of the Present!\*

A review of 1893 gives perspective to 1943—The past 50 years suggest the course of the next 50

By William C. Dickerman, D.Eng.

*Chairman of the Board, American Locomotive Company*

MAN, as part of his sublime folly, takes it for granted that the infinitesimal segment of time with which he is concerned is the most important in the entire world's history, that his problems and the problems of the world at that time are the most complex ever faced by mankind, and that what has gone before is of little importance in the awful immediacy of the present and future.

Tonight, at this moment of history, all of us—those at home and those on the battlefield—are gripped with this sense of Destiny. Our sons and grandsons and nephews and brothers lie alert in foreign foxholes, or fly grimly through enemy flak and aerial rockets miles above the earth, or roar into modern battle in the armored monsters that we have forged so that they may be on equal terms with the enemy. All of them carry in their hearts that sense of the terrible importance of now—the split-second in time that is this living moment, that conviction that the world is at the cross-roads and that the direction posterity is to take depends on what they do right now!

On the home-front we strive to live up to our share of the responsibilities of the moment. Our day-to-day decisions are dictated by a grave feeling of significance—a feeling that what we do now is of great importance to events of the future as well as the present.

Soldiers on the battlefield are also thinking and talking of home, and how they want to improve things when they return. Here on the home-front one hears on all sides discussion of post-war planning. This does not mean that we are afraid of the future. Rather, we are gripped with its significance and with a determination to control the future more intelligently than we controlled the present.

This is a good thing. If we did not have this zeal born of a feeling that what we do today is important, we might only sit and contemplate the passage of history without ever attempting to mold it to our ends.

## Plans for Future Need Perspective of Past

Certainly it is necessary to try to project ourselves into the future, and to make plans. Without planning we cannot have progress. But it is also true that there can be no clear thought on how to proceed for the future unless we have a clear understanding of how we have proceeded in the past. Otherwise, we lack perspective. And without perspective we are like a sailor without a compass.

Fifty years ago—in 1893—what went on in this vicinity is pretty much the kind of thing that goes on in

any American City today. But under the stream of this day-to-day life was the tidal wave of great events. Things were not going well with our nation and with the world at large. A great depression had been spreading for two years throughout the British Empire and had reached the United States. Of 4,715,000 workers in this country, nearly 600,000 were out of work by November of 1893. Bread lines formed in all cities. The New York World gave away 250,000 loaves of bread in two months. The resources of private charities were strained to the breaking point. Municipalities created "made" work without calling it WPA. Unions spent their benefit funds.

In 1893 we called depressions "panics". Before the panic of that year there had been 1,890 railroads in this country. Within the year 192 of them had gone into receivership. These 192 railroads represented one quarter of the total capitalization of all railroads in the country.

By the end of year, 94,000 railroad men were unemployed, and Eugene Debs made his attempt to organize the railroad brotherhoods into one union.

Civilization seemed to be at a major cross-road. The future was dark. People were gripped by that familiar sense of the awful importance of the moment. Something had to be done. The world needed a plan. As public discussion grew, panaceas began to appear from soap boxes and the board rooms of business. Grover Cleveland was called back to the presidency. In Congress the Silver Bloc was as voluble as is the Labor Bloc today.

Gifted with the hindsight of 50 years later, we can see now that things were not as bad as they seemed to us then. The world was not really coming to an end! What was happening, it is easy to see now, was that this great nation of ours was merely going through the growing pains of adolescence. The era of rapid expansion in railroad building was nearing an end. Westward pioneering was almost over. Gains of the Civil War had been consolidated, and we were well on our way to industrialization and our first participation in world affairs.

## 1893—Looking at It Then and Now

I do not want to give the impression that as a young man in 1893 the situation seemed as clear to me as it does now. During that year I started work on my graduating thesis at Lehigh University. The subject of the thesis was "The Evolution of the Modern Freight Car." In my mature judgment as a student I concluded that the evolution of the freight car was finished. Perhaps I was too much influenced by the fact that I had been thumbing rides on four-wheeled wooden

\* From an address delivered before a dinner of the New Women Society held at Schenectady, N. Y., on November 23, 1943, in Dr. Dickerman's honor.



coal cars operating between Bethlehem, Pa., and Easton. They seemed to me to be pretty good. In fact, I didn't see then how they could be improved.

Nor can I claim today that in 1893 I appreciated the full significance of a small news item which appeared that year. Charles Duryea's first gasoline buggy had its pulling test in Springfield, Mass.

To railroad men, 1893 marks the half-way mark between the beginning of railroads in this country and the present time. In 1893, the population of the United States was about 67,000,000. Today it is about twice

As we stand in the midst of 1943, conscious of the awful immediacy of the problems of the moment, we can be comforted by this fact: the history of mankind shows that of the very discouragements of today are born the germs of tomorrow's progress. It was true in 1893. It is true in 1943. It will be true in 1993.

that. In 1893, railroads operated about 222,000 miles of track. Today they operate approximately 400,000 miles. In 1893, the public had about nine billion dollars invested in the capital stock and funded debt of railroads. Today they have about 18 billion dollars so invested. In 1893, the country's railroads carried 14 billion passenger-miles of traffic. In 1942, they carried 54 billion passenger-miles.

But now listen to these statistics: In 1893, railroads carried 94 billion ton-miles of freight. In 1942, they carried 638 billion ton-miles, almost seven times as much. In 1893, there were 34,788 locomotives in service. In 1941, there were 41,759—only 20 per cent more!

As we contemplate these problems, 1893 again impresses us as a most significant year. It was during that year that Anatole Mallet read before the International Engineering Congress his paper: Locomotive Operating by Total Adhesion on Curves of Small Radius. In it, he described his principle of the articulated locomotive. The largest locomotives in the world today are Mallets.

### Steel—The New Material of 1893

Also, the early 1890's were the days when, among mechanics and engineers, disputes were frequent over the use of steel. On the front porches, on the door steps, over the fences of their backyards, and in the saloons, workmen themselves were arguing steel. Charles T. Schoen of Pittsburgh had begun to make pressed-steel stake pockets and box lids for freight cars. In 1892, the Great Western Railroad of Canada had run the first engine with a steel boiler to be built in America. Out of these discussions and experiments there was to come 50 years of development in the basic structure of metal with alloys and heat treatment. And that development is still in its infancy in 1943.

If you were to ask a locomotive man of today what specific factors have led to the development of locomotive power since those days of 1893, these are some that he would mention, among others:

- 1—The superheater, because it effected a fuel saving of from 20 to 25 per cent.
- 2—The locomotive booster, because it increased starting tractive force from 10 to 20 per cent.
- 3—Feedwater heaters and exhaust-steam injectors,

because they decreased fuel consumption from 8 to 10 per cent.

4—Articulated locomotives, because they provided from 50 to 100 per cent greater tractive force.

5—Improvement in the art of casting steel, because it eliminated thousands of parts previously used.

6—Alloy steels for boiler and chassis, because these made possible large reductions in weight and improvement in counterbalancing of driving wheels.

7—Improvement in the art of welding, because it made possible reduction in weight and in maintenance costs.

8—The mechanical stoker, because it increased by several hundred per cent the quantity of fuel which could be used.

Certainly he would include, also, the tremendous stimulus which has come from the development of the electric locomotive, the internal combustion engine, and the electric controls and transmissions which made possible the Diesel locomotive.

And what of the future? Today, we are thrilled with the possibility of the airplane, of fast-moving motor cars and trucks. Sketches of the world which is to come show us landing our family-owned helicopters on the roofs of our futuristic houses; they show giant freight trains of the air—huge multi-motored craft trailed by transport gliders; they show double-deck traffic highways with motor cars and trucks speeding on their way at 75 m.p.h.

### Some Fundamentals Affecting the Future

I am sure that such things are not far-fetched. Perhaps in dreaming about them in 1943 I should force myself to imagine that locomotive power on rails is through. But I made that kind of mistake 50 years ago. You will remember that I came to the conclusion then that the railroad freight car had reached the end of its development in 1893. I do not intend to make that kind of mistake again.

My flights of fancy are checked by some fundamental facts. Although there were about 29 million passenger automobiles on our highways in 1942, the country's railroads set a record of over 50 billion passenger-miles of passenger traffic hauled. Although there were five million motor trucks, America's railroads carried more than 600 billion ton-miles of freight—seven times the volume at the turn of the century.

It seems safe to assume that in the transportation development which lies just ahead of us, trucks will be increasingly used on short hauls. Airplanes will appeal to high-speed express and passenger needs. Glider tows may have their uses for certain classes of light freight. But it will be the locomotives of tomorrow which will be called upon to do even better than it is doing today the job of moving a mile a minute 150 cars with 10,000 tons of lading.

What kind of locomotives will the giants of 50 years of the future be—the locomotive power of 1993? Will they be Diesel-electric or electric, or steam, or gas turbine, or steam turbine?

On that I am not even going to risk a guess. One thing I do know—that the development of each will stimulate the development of the others. And all will be stimulated, in turn, by the era of new metals and fuels and the unflinching courage and aggressiveness of the designing engineer.

Whatever is ahead, we know that it represents a real challenge to American work and ingenuity.

The job which American railroads and American railroad equipment are doing today in this war is almost



unbelievable. With 35 per cent fewer locomotives and 26 per cent fewer freight cars, 58 per cent more freight is being hauled than was hauled in 1918—the peak of the burden of the last war. Every locomotive than can run has been put back into service. Ninety seven per cent of the steam locomotives now in use are over 10 years old. Seventy per cent are over 20 years of age. These locomotives are going to have to be replaced some time soon—whether by steam, or electric, or Diesel-electric, or all three.

There will be a tremendous pent-up demand for locomotives in other countries, too. In France, Italy, Poland, Germany, transportation lines and railway equipment are being blasted out of existence. So are the industrial plants which supplied that equipment. Industrial rehabilitation of most of Europe and Asia after this war is a project which staggers the imagination. Also, many foreign lands will be just beginning after this war their periods of industrial development comparable to that which we have seen during the past 50 years in the United States. Mobile power has become the vitamin B of modern civilization! In this country, we have more than 235,000 miles of railway lines. Ranking second in the world in miles of road is Russia. But even Russia has only 52,000 miles of railroad—only one-fourth as much as we have. Australia, which in geographical area is as large as the United States, has only 30,000 miles of railroad.

So, as we stand in the midst of 1943 conscious of the awful immediacy of the problems of the moment, we can be comforted by this fact: the history of mankind shows that of the very discouragements of today are born the germs of tomorrow's progress. It was true in 1893. It is true in 1943. It will be true in 1993.

## Railway Battalions Meet Many Hazards\*

By Lt. Col. Robert A. Radford

**P**UT a railroad man in uniform and he will look like a soldier after the rough edges are buffed by basic training. It is a matter of experience, that a railway battalion must be as well trained and disciplined as any other military outfit. This is because they are more widely scattered and on their own in small units so much of the time. A railroad man in a railway battalion, however, always remains a "railroader" from his G. I. shoes to the tanned visage under his G. I. cap. Make him a captain and he will still be a railroad man. Make him a general and he will continue to think in terms of rights of way, rolling stock and roundhouse engine pits.

### Must Know Details

Before going into a new theater, complete physical details of the railroad facilities must be known. It is necessary to know, if such information is obtainable, the grades, weight of rail, kind of turnouts, number and kind of locomotives and cars, number and sizes of bridges.

With this information available, the planner then figures out how much tonnage can be forwarded over a given line and the troop basis is dependent on this. The number and kind of military railway battalions must be

\* Abstracted from an address presented at the War Conference of the American Railway Bridge and Building Association at Chicago on October 20. Col. Radford is Chief, Engineering Branch, Railway Division, Office of Chief Transportation, United States Army.



A Bridge on the Kasserine-Sousse Line in North Africa, Typical of Destruction Met by Military Railway Service

planned, as well as the kind and amount of material which must be available immediately. This runs into a multitude of items, all of which must be planned, stocked and available, months in advance.

One of the most difficult items for which to plan is bridges. If the kinds of bridges and lengths of spans are known, it is a big step forward. The next and most difficult step is to make some sort of intelligent estimate or guess as to just what percentage of such bridges will be destroyed by the enemy.

Even where bridges have been destroyed, much of the material may remain usable. One of the German practices is to carry along I-beams or girders which can be welded in to replace broken chords. The American forces stock certain kinds of bridges for different lengths of spans. These include girder bridges, deck trestles and through trusses. The trusses and trestles are sectional and flexible as to lengths within certain limits. They are all bolted and so designed that additional sections may be added.

Necessarily, in the field, one resorts to every kind of makeshift. In some cases, sectional spans have been used; in others, a span has been filled in with earth; and in still others, the bridge has been by-passed with a section of track. One of the complications connected with such repairs is that the locations may be mined. The wreckage makes a splendid place for booby traps. When you start to clear it, you find an innocent looking piece of timber or steel hooked up to set off a mine.

Theoretically, the rehabilitation of the railroads is a function of the Corps of Engineers, who turn over the repaired railroad to the Transportation Corps for operations. Actually, most of such repairs are done by track and maintenance companies of the railway battalions.

The number one railroad man in North Africa is Brig. Gen. Carl R. Gray, in civilian life executive vice-president of the Omaha. Some of the higher ranking officers with him are Lt. Col. Fred W. Okie, division superintendent from the Southern; Lt. Col. J. J. Daugherty, master mechanic of the Southern Pacific; Lt. Col. Charles D. Notgrass of the Santa Fe; Lt. Col. R. J. Crane of the New York Central, handling bridges; and Lt. Col. B. H. Decker of the Denver, Rio Grande & Western. So it is with a long list of officers, well known in shops, offices and on the roads in this country.

Trains under military control in North Africa run from the Atlantic ocean across the continent to beaches at Tunis. They carry troops, Arab labor battalions and,

separately, goods for civilian consumption. This tonnage rolls in a variety of equipment, ranging from the old World-War type of "40 hommes, 8 chevaux" box cars to modern steel gondolas brought from the United States. The main line following the coast is standard gage. The branches that go off to the south are 1-meter and 1.05-meter gages. The locomotives range in type from electric and Diesel-electric to steam, and in vintage from 1899 to just before the war. American locomotives are brought in in crates and assembled in the shops at the ports.

Railroading here is an international melange of United States, British, and French military personnel, French civilians and Arabs, with troops handling entirely movements near the front. Obviously, it is rich in anecdote. I am quoting from a report of one engineer's experience to give you some idea of the difficulties under which trains are being operated:

"I am taking this rattler along about 45 miles an hour when we start down a two per cent grade. Further along we pick up ten miles an hour. I think that'll be enough, so I whistle once for brakes. Over here we have no air, but have Arab brakemen scattered along the train with hand brakes. One whistle means brakes—most of the time, not always. This time all the brakemen were asleep.

"By and by, this choo-choo is rolling along at 65 miles an hour. My fireman is sitting on the French engineer to keep him away from the throttle. He wants to reverse the thing. You can do that on a French engine, but on this Yankee engine, it would have stripped the valve gears.

"You're supposed to stop at every station to get clearance for the next—not my train, for we went through four stations, and the chefs de gare were all out waving at us and hollering like hell for us to stop. Back in the caboose, I learned later, the lieutenant had the French conductor down in a corner and was sitting on him to keep him from jumping. Finally, we hit an up-grade and slowed down. So we went back and slapped the Arabs awake and went on, away ahead of schedule."

Sleeping Arab brakemen are the least of the hazards of the road. Further forward along the fighting front, the operating forces are exposed to many dangers, including mined tracks, strafing and dive bombing from the air, and action by enemy patrols. Mined tracks were considered more of a nuisance than a hazard. After each new piece of roadway was taken from the enemy, a track-walker trained in mine detection, traversed the line. Later, when the first train rolled, it pushed three empty flat cars ahead of it. If an undetected mine had remained, a car would have been damaged, but a precious locomotive would have been saved. A few locomotives have had to undergo repairs from damage caused by strafing in the earlier phases of the Tunisian campaign, but as enemy air-power diminished, trains ran unmo-lested up to the front.

## Emergency Gondolas

ONE hundred 70-ton composite-type gondola cars with drop ends have recently been delivered to the Norfolk & Western from the McKees Rocks plant of the Pressed Steel Car Company, Inc. The cars were built in conformity with the A. A. R. emergency design for this type of equipment as developed by the Car Construction Committee in collaboration with the Committee on Freight Car Design of the American Railway Car Institute. Although only a short life is expected for these cars they can be rebuilt into steel-side cars of increased strength when materials for the work become available.

As is usual in cars of this type, the side truss is designed to carry the load to the car center plates through the body bolsters. The side truss consists of a 5-in. by 4½-in. by ¼-in. bulb-angle top member and a 6-in. by 4-in. by ½-in. rolled-angle bottom member with the 6-in. leg horizontal. The bottom member is reinforced at the center by a 3-in. by ½-in. bar welded to the horizontal leg of the angle.

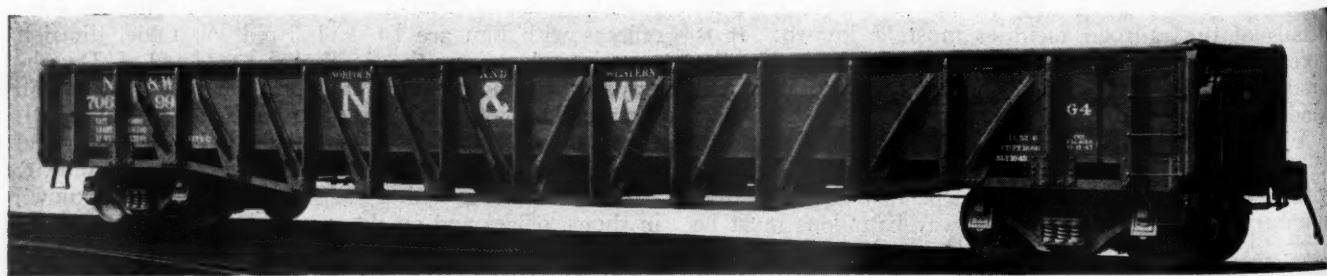
Side braces and posts are of ⅝-in. pressed steel, the corner post of ½-in. steel, and floor boards are supported at sides on 3½-in. by 3-in. by ⅜-in. angles.

The center sill is made up of two A. A. R. Zee sections weighing 36.2 lb. per ft. which are welded at the top with a continuous weld from end to end. The bolsters and cross members which are built into the underframe consist of pressed steel diaphragms with cover plates welded. The flooring is of 2⅜-in. yellow pine, tongue and groove, supported on eight rows of wooden stringers having a 4-in. by 4-in. section. The side planks are also 2⅜-in. thick and all boards are ship-lapped.

The Dreadnaught ends are equipped with Wine locks. Miner A-22-XB draft gears are applied with cast steel yokes. The couplers are A. A. R. Type E, equipped with the Imperial coupler operating device. The cast-steel spring-plank trucks have friction side bearings; each spring group consists of seven double coil A. A. R. 1915 springs. Emergency design journal bearings are used with drop-forged wedges and the journal boxes have Davis box lids. The brake shoes are standard A. A. R. 1½-in. shoes held in place with Lockkeys. A. A. R. No. 15 brake beams have Buffalo brake-beam safety supports and there are also Creco bottom rod supports. AB-10 air brakes by Westinghouse and Equipco hand brakes are standard. Brake regulators are Royal Type K.

### General Dimensions of 70-ton Emergency Gondolas

Length inside body, ft.-in. ....	52-6
Width inside body, ft.-in. ....	9-1¼
Height inside body, ft.-in. ....	3-6
Width over side top angles, ft.-in. ....	10-3¼
Length over striking plates, ft.-in. ....	54-6¼
Truck centers, ft.-in. ....	43-6¼
Height from rail to top of body, ft.-in. ....	7-2¼
End door opening, ft.-in. ....	8-8
Capacity, cu. ft. ....	1,680
Light weight, lb. ....	53,500
Load limit, lb. ....	156,500



Seventy-Ton Gondola of A. A. R. Emergency Design



# Luxury Equipment Converted into Army Hospital Cars

Observation and lounge cars rebuilt for Army Medical Corps by American Car and Foundry Company—Changes feature restful interiors and convenient facilities

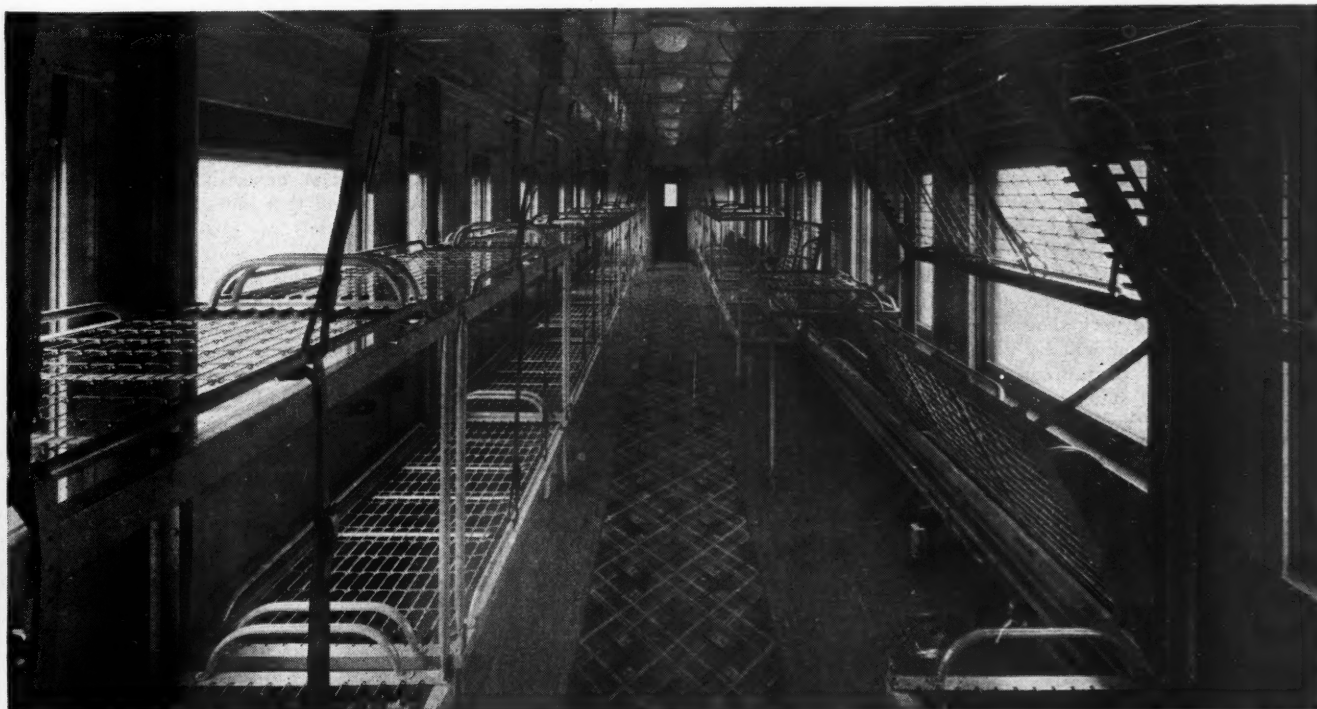


Above—Dressing Room in a Ward-Table Car Used by the Army Medical Corps—Below—Hospital Ward-Table Cars Have Beds for 30 Patients—Interiors Are Painted in Two Shades of Tan—A Dressing Room at One End Permits Giving Treatments While Traveling

**H**OSPITAL cars are now being delivered to the Transportation Corps, Army Service Forces, for the use of the Army Medical Department, from the St. Charles, Mo., plant of the American Car and Foundry Company. Thirty-two cars in all are being converted at that point from club-lounge, observation and business cars purchased from various railroads by the government. These luxury-type cars were not in active service because of wartime restrictions but their all-steel construction made them adaptable for the purpose to which they are being put.

Varied construction details require a somewhat different approach in the renovation of each set of cars. Nine observation cars obtained from the Northern Pacific and a business car from the Nevada Northern are being rebuilt to serve as ward-table cars. This designation is given because the cars have an emergency dressing room at one end. Open observation platforms on these units are closed in by the addition of body and vestibule end frames. Fourteen Union Pacific, four Chicago, Rock Island and Pacific and four Minneapolis, St. Paul and Sault Ste. Marie club lounge cars are being changed into ward cars without emergency dressing rooms.

Clearance requirements on various railroads were







Former Luxury-Type Equipment Now Converted to Serve Sick and Injured Army Personnel

checked carefully, resulting in minor changes which insure the safe operation of these cars on any right of way where passenger cars are moved. The cars will be used in trains with other units including coaches for less severely wounded patients or sitting-up cases, sleepers for medical attendants and kitchen cars for the preparation of food.

All cars are rebuilt to have vestibule steps at diagonal corners and lockers for the storage of supplies in the vestibule opposite the steps. Where necessary additional body end frames are added to provide end strength meeting A. A. R. requirements. Side doors for the admission of stretchers are built at each end of the cars. These doors are four feet in width.

Glennon-type, two-tier beds are installed in the cars, the ward-table cars having accommodations for 30 and the ward cars room for 32 patients. Individual ash trays and water-glass holders are provided for each bed. Other interior changes include the equipping of the treatment rooms, provision of office facilities consisting of a desk and file cabinet for the keeping of records and

charts, installation of washrooms and toilet rooms, lockers for supplies and service sinks. When possible, material removed from the old cars was reworked or refinished to reduce to a minimum the demand for new materials.

All cars are air-conditioned. They are equipped with an alternating-current terminal box for stand-by service which supplies current to two Tungar battery chargers. Night lights are installed to give a soft glow along the floor of the car. The floor covering is linoleum with a strip of carpet extending down the center of the car aisle to soften the sound of footsteps and give a non-slip footing. All windows have curtains with light-deflecting shields.

The interiors of the cars are painted in two shades of tan giving a soft effect and avoiding harsh hospital-whiteness. Exteriors are finished in a dark olive green with white lettering.

Each corner of the car is marked with a large red cross on a white background and a large red cross edged with white is painted on the roof.

## Sabotage of Selective Service

How Hitler and Tojo must be grinning these days at the inept and inefficient national policy of Selective Service that allows the drafting into the services of the most important of the home front workers—the dispatchers, telegraphers, engineers, switchmen, firemen, brakemen and shop workers. These are the men upon whose shoulders falls the Herculean task of keeping 'em rolling. So dire has the situation become that the drafting of another 150 switchmen from the San Francisco area threatens the collapse of the entire transportation system of this strategic port with jammed freight cars tying up yards and junction points and with thousands of cars backed up, unable to get through to the docks for unloading.

Col. E. W. Mason, vice-president and general manager of the Western Pacific, has warned the Military recently that within a very short time the Western railroads face a breakdown and will be unable to handle the traffic unless the drafting of railroaders is stopped immediately. This authoritative statement, made only because of the extreme urgency and acuteness of the manpower shortage, could be expected to cut red tape in the interest of national safety, but, while we continue to wait impatiently for action to be taken, railroaders continue to be drafted. The mile-long freight trains these days, almost without exception, contain highly important military equipment and supplies, including of course the products needed by all war industries in the continuance of their production work. Yet we need only look at random at any of the railroad operating reports to note the great number of trains left standing for hours at

—From the Western Pacific "Headlight"

a time at sidings and in yards due to the lack of train crews.

This deplorable situation must be corrected; and now. It is no longer a military secret that major operations are in process of accomplishment against the Nipponese. When completed, the Western roads, whose systems are already heavily burdened, will be called upon to handle even greater tonnage and more thousands of troops. This gigantic increase in movement will not be met by the usual railroad efficiency and confidence but with trepidation and inefficiency due to lack of manpower and experienced help. It is definitely a foregone conclusion that unless the drafting of railroaders is stopped immediately, we shall surely collapse under the strain.

The vast railroad system of this country which has so nobly met all emergencies in the unprecedented movement of men and material can be likened to an army of its own. Put all your greatest allied military brains in one group and back them up with the finest staff of subordinate officers that it is possible to collect—but with no privates to carry out their orders. What could they accomplish? Nothing! And yet our Washington nabobs who sit so supinely on their seats expect us to keep 'em rolling. We still have most of our generals and junior officers but the ranks of our enlisted men have been so depleted as to figuratively give us an army of officers and no men.

Wake up Washington, before it is too late. Give us back our railroaders. Build up our ranks to full divisions again. Make strong again the steel sinews that hold this nation and our armies together.

# Communications and Books . . .

## Post-War Chinese Railway Possibilities

TO THE EDITOR:

I was very much interested in the review in your issue of November 6 of Chang Kia-NGau's book on Chinese railways and the field that may be opened up there for American investments. Clifford Folger, the new president of the Investment Bankers' Association, recently called attention to the large amount of money in the United States which, after the war, will seek investment abroad. In this, much of the world is barred or made difficult because of existing defaults, because of lack of population and for many other reasons. The possibilities of China do not suffer from these disabilities.

In 1917-19 American interests made extensive investigations and actual surveys of proposed railways in China, but did little more. The most interesting line in China is one from near Hankow to the province of Sze-chuen, which has a population of 70 million people, with hardly any communications, except via the gorges and rapids of the Yangste-kiang river. There are possibilities of a southern trans-Asian line, of a line to southwestern China, and others.

China and Central Asia offer great possibilities both for constructors, builders of equipment, and for investment. I say this with a long knowledge of many American attempts and disillusionments in the foreign field. We should keep our eye on the possibilities of China for post-war developments.

FRED LAVIS.

## What to Call Railroad Women

TO THE EDITOR:

With reference to a name to cover women employees of the railroads, how about calling them WRA (Ray) for Women's Rail Auxiliary. Had thought of suggesting WRAC (Women's Rail Auxiliary Corps) but this may be confusing with the WACs.

However, the great army of women now engaged actively in rail transportation should have a nationally known moniker of some kind and don't believe any of them would object to being known as a WRA (Ray). This is offered for what it may be worth.

D. A. SMITH.

## Wants Track Gages in Countries at War

TO THE EDITOR:

Several times I have been asked questions regarding track gages used in the various countries engaged in war at the present time. I wonder if you could print this information in one of your issues. It would be interesting reading for our trackmen.

J. C. KENDIG  
Chief Trainmaster  
Bessemer & Lake Erie.

[The railways in most of Europe, including Great Britain, are largely built to our own standard gage (4 ft. 8½ in.), except in Russia where the predominant gage is 5 ft., and in Spain and Portugal where it is 5 ft. 6 in. In North Africa (Tunisia, Algeria and Morocco), most of the through lines and many branches are 4 ft. 8½ in., although this area also has a considerable mileage of narrow-gage lines. Passing on to the Middle East, the main routes in Iran (the "back door" to Russia) are standard gage, while in neighboring Iraq about two-thirds of the railway lines are meter gage (3 ft. 3¾ in.) and one-third are standard gage. In Turkey, the predominant main-line gage is 4 ft. 8½ in.

Railways in India are mainly constructed to 5-ft. 6-in. and meter gages, while in Burma, Indo-China and Siam (Thailand) the meter gage predominates. In China and Manchukuo the principal routes are standard gage, while in Japan the state-owned railways are all built to a gage of 3 ft. 6 in. Finally, in Australia where the railways are owned by the individual states, the mileage is divided largely between three gages—4 ft. 8½ in., 5 ft. 3 in., and 3 ft. 6 in.—Editor]

## New Books . . .

*Salvage Manual for Industry, edited by Seven Engineers. 250 pages. 6 in. by 9 in. Bound in paper. Published by Technical Service Section, Industrial Salvage branch, Salvage Division, War Production Board, Washington, D. C. Price 50 cents.*

Prepared as a comprehensive practical manual on industrial salvage, there are many chapters of this book that will be of interest and practical assistance to railway men in various departments, but particularly to those actively engaged in scrap and reclamation work. The data, practically all of a "how-to-do-it" nature, are systematically organized and classified and are devoted to the many ramifications of industrial salvage practice. The material is presented in 26 chapters, grouped into six major sections. Two chapters are devoted to organization, 3 to administration, 12 to methods of handling, including the finding, identifying, segregating, collecting, reclaiming, storing and selling of scrap metal; 3 chapters to non-metallic waste; 5 to case histories; a chapter devoted to practical hints for handling specific waste materials; and a 9 page index.

The well-illustrated volume was prepared and edited by a board of practical industrial salvage engineers and business paper editors comprising the following: editors, Robinson D. Bullard of the Bullard Company, and Fred P. Peters of "Metals and Alloys"; associate editors, H. E. Blank, Jr., of "Modern Industry", Arthur M. Perrin of National Conveyors Company, E. J. Tangerman of McGraw-Hill Publishing Company, and R. A. Wheeler of the International Nickel Company, Inc.; managing editor, John O. Emerson of the Industrial Salvage Branch, W. P. B. Assisting the editors with either direct contributions or advice, was a corps of some 40 engineering or salvage experts. The book comprehends every phase of practical industrial salvage operations and presents the most reliable and authoritative information about them.

A limited number of copies are available for distribution without charge, and these may be obtained by writing to E. F. Mulligan, Salvage division, War Production Board, 1100 H Street, N. W., Washington, D. C. When that supply is exhausted, copies may be secured from the Superintendent of Documents, Washington, D. C., at the regular price.

*Plastics, by J. H. DuBois. Published by the American Technical Society, Chicago. 435 pages, 5½ in. by 8¼ in. Bound in cloth. Price, \$3.75.*

This is a revised edition of a work which first appeared in 1942. The revision was made necessary because of the increased use of plastic materials and knowledge gained concerning them in the nation's war economy. The volume is well illustrated and includes a number of tables of properties and uses. Information is sufficient in scope so that it may serve as a reference volume for engineers and designers, and the text is written so that it may be understood by the layman who has only a general interest in the field. Basic knowledge covering the history, origin and material sources is included, together with data about the chemical, physical and electrical properties of the various plastics. Limitations in use of the various types of products are also pointed out. The book describes the methods used in the production of the raw plastic materials as well as the various manufacturing procedures followed in turning out finished items which are made wholly, or in part, from these raw materials. It has 17 chapters and is well indexed.



# Railroads-in-War News

## Transport Manpower Problems Now Serious

So says the O.D.T. in a recent presentation to Senate's Truman Committee

Although no movement has yet been held up "solely because of inadequate manpower," the transportation industry's manpower problem is nevertheless "now becoming serious, especially in maintenance and repairs," according to a statement made by the Office of Defense Transportation's Division of Transport Personnel to the Senate Special Committee Investigating the National Defense Program, which is headed by Senator Truman, Democrat, of Missouri. The statement was summarized in an O.D.T. press release of November 29.

It pointed out that there was an increase of approximately 400,000 employees in the for-hire transportation field between July, 1941, and July, 1943, making the total number now employed "almost 3,000,000." More than half of the 400,000 new employees have gone to the railroad industry. Before July, 1944, O.D.T. estimated, 62,000 more jobs will have to be filled to meet anticipated traffic increases; and the turnover is such that many more than that number will have to be hired. It is expected that these "will be harder to obtain."

"Geographical shifts in traffic constitute another source of manpower difficulties for the transportation industry," O.D.T. went on. "These shifts may result from developments in war strategy—for example, the anticipated increase in the movement of military supplies to West Coast ports during the coming year, or from relocation of factories and other production facilities. Each such shift requires some redistribution of transportation manpower, with its attendant problems, but the difficulties are particularly great when the shift requires additional transportation workers in acute labor shortage areas, such as the West Coast."

Summarizing other material contained in the report to the Truman committee, the O.D.T. press release noted first that "most branches of transportation have always been relatively long-hour industries." It went on to point out that "in the railroad industry, average weekly hours of work have increased steadily" since Pearl Harbor, adding that "there are few war industries whose employees average a longer week than do railroad employees."

Orders issued by O.D.T. and the Interstate Commerce Commission are given credit for "substantial savings in manpower," while "tightening labor markets and shortages are causing transport com-

panies to resort to federal employment services to a greater extent than ever before." An example of the latter is found in figures showing that the Railroad Retirement Board Employment Service placed about 197,000 workers in the railroad industry in the year ended with July, 1943, compared with 59,000 placed in the previous year.

The committee was also told that O.D.T. has in preparation "comprehensive manpower programs" for shipping on the Great Lakes, local transit systems, the trucking industry, warehouse operators, and air transport. Like programs, it is pointed out, have already been developed for the railroads, inland waterways, taxicabs, retail coal delivery, and automotive maintenance. These "are in varying stages of operation and provide, in the main, simple but coordinated machinery for industry self-help," including plans for training new workers.

As O.D.T. sees it, women and Negroes "constitute the greatest reservoir of new workers," but so far "these have been underutilized by transportation in general." In the case of women, the statement adds, "strenuous efforts still must be made to relax seniority and other union restrictions which prevent the industry from utilizing this source of labor at maximum effectiveness"; in the case of Negroes, "much remains to be done to make possible their promotion into more skilled and into supervisory jobs."

Meanwhile, the importation of Mexicans has afforded "substantial manpower relief," 14,551 of them being in railroad service as of early September—half on the Southern Pacific and one-third on the Atchison, Topeka & Santa Fe. The railroads have indicated their desire to employ from 7,500 to 10,000 more Mexicans; and "negotiations to this end are now under way by our government."

Generally, the O.D.T. statement says in closing, the transportation industry's manpower shortages "have been concentrated chiefly in laborer, helper, apprentice and entrance types of jobs where competition with other war industries for workers has been particularly keen." That situation, it explains, has come about because seniority arrangements "have formed a natural training and upgrading process which insured a supply of labor for higher and more skilled positions."

### O. D. T. Appointment

W. S. Rainville, Jr., assistant director of the Division of Local Transport, Office of Defense Transportation, has been promoted to associate director of the Division. He will be in charge of the Equipment and Research Section. Mr. Rainville came to O.D.T. in 1942 on leave of absence from New Orleans Public Service, Inc., where he had been director of research.

## Non-ops Engage in Watchful Waiting

Delay announcement of strike vote while Senate and ops move slowly

What was described as a routine meeting in Washington, D. C., this week of the heads of the non-operating railway unions had not resulted in any announcement, when this issue of *Railway Age* went to press, of the results of the strike ballot returnable November 25. No doubt was expressed in any quarter, however, that the votes cast would, by a very lopsided majority, authorize the union leaders to exercise their discretion in calling a strike.

Announcement of the result of the balloting was deferred, it was understood, pending completion of voting by the operating employees on their strike proposals, and also in anticipation of action by Congress on the Truman-Crosser resolution which would put the national legislature on record in support of the straight eight cents' per hour increase agreed upon by the non-op unions and the carriers but not approved by Stabilization Director Vinson.

The Senate committee on interstate commerce on November 30 approved S. J. Res. 91, the Truman resolution, without a dissenting vote, thus following in the steps of the subcommittee which earlier had taken similar action, as reported in *Railway Age* of November 27, page 869. This action was generally expected to bring the resolution before the Senate promptly.

In the absence of any disclosure of results produced by the efforts of certain congressional leaders to bring about some compromise that would be acceptable to the union heads and the stabilization director, it was generally understood that little or no progress had been made in that direction, although there was no indication that such negotiations had been entirely broken off. It was regarded as significant, however, that both the leader and the whip of the Democratic majority in the Senate, Senators Barkley of Kentucky and Hill of Alabama, respectively, are members of the committee which approved the Truman resolution. It was inferred that Director Vinson had not altered his opinion, as expressed to the Senate subcommittee, that his approval of a sliding-scale increase ranging from four to ten cents per hour "settled" the matter.

The unions' weekly paper, "Labor," on November 27 indicated that the non-op leaders were disposed to mark time while Congress was moving toward a solution of the controversy, thus bearing out the prom-

(Continued on page 912)



## New Efficiency Peaks Being Reached Daily

### Car Service Division report reviews remarkable car handling record

New efficiency records in the handling of freight cars are being established almost daily, according to the report the Car Service division of the Association of American Railroads presented at the annual meeting of the Association at Chicago on December 2. The railroads, as the war traffic increased, the report continued, have been faced with the necessity of handling more traffic with less cars, locomotives and manpower and up to the present time their performance has been miraculous. The railroads have not only taken on the war load, as measured in movements of troops, materiel and lend-lease supplies, but have also absorbed a very substantial volume of traffic which formerly moved by coastwise vessels and by trucks, the report states. Among the records established, the report cites the following:

1. In the first eight months of 1943 car-loadings were below the same period last year, the aggregate reduction being 778,000 cars or 2.7 per cent. Yet ton-miles in the same period increased 73 billion, or 18 per cent.

2. Miles per car-day averaged 51 in the first nine months of 1943, the highest number of miles on record.

3. The percentage of empty mileage in the first eight months of 1943 was down to 36.4, versus 37.4 last year and 37.3 in the same period of 1942.

4. For the first six months of 1943 the average haul per ton of freight was 502 miles against 444 last year.

5. For the first six months of 1943 the average tons per car of carload freight was 40.9 compared with 39.2 last year.

6. The average turn-around time of serviceable cars, while higher in the first six months due to longer hauls, has decreased from 13.7 days in July to 13.2 days in October. These averages are below those for the same periods last year except for October, 1942, when it was 13.1. There are some indications that the average haul is decreasing, which will make possible more frequent loading of available cars.

"All estimates available as to future railroad traffic, insofar as freight movement is concerned, point to the fact that we are probably now producing a volume of transportation which will not need to be exceeded greatly during the remainder of the war," the report continues. "A large volume of the movement has been caused by construction work of all kinds and as these programs are completed, the railroad volume may tend to level off."

Credit for the performance, the report said, must be given to shippers, railroad officers, and railroad employees "whose devotion to the task and whose cooperation in doing things for the benefit of the industry as a whole, is without equal." The report also praised the Office of Defense Transportation, the Interstate Commerce

Commission, the Army and the Navy, the Treasury department, the War Food Administration, the Office of Petroleum Administrator for War, and the Office of Solid Fuels Administrator for War for having "co-operated magnificently in making this performance possible," and said "their further co-operation and helpfulness are assured."

The Car Service division, in its report, pointed out that the box car supply has been tight throughout the year, due not only to an increase in the movement of grain but also due to the necessity of providing simultaneously that class of equipment for the transportation of important war materials, food stuffs and imports through South Atlantic and Gulf ports which formerly moved via water routes. The grain situation this year, the report said, has been the reverse of that in 1942, when the particular problem confronting the farmer and the grain trade was to find space to store the new crop.

"This year," the report added, "storage space at all principal terminal markets was substantially greater and consequently the carriers were faced with a heavy volume movement from country stations to terminal markets with the advent of the new harvest. Because of the unprecedented requirements for high grade cars to protect loading of war freight and lend-lease supplies, the railroads this year were unable to assemble a large reserve supply of box cars suitable for grain loading, as has been possible in previous years. A number of elevators in the Southwest and Northwest have been closed temporarily because of delay in receiving cars, with some grain being placed on the ground at a few points. The situation this year has been much improved over 1942 when it was necessary to place approximately twenty million bushels of new wheat on the ground on farms and at country stations because of lack of adequate storage facilities in country and terminal elevators.

"The railroads have handled successfully this heavy increased volume of box car traffic with fewer serviceable cars than were available during the previous year. During the twelve months ended September 1, 1943, only 2,134 new box cars were installed, compared with 52,424 during the prior twelve months period."

The report pointed out that the railroads have continued to make available the maximum number of box cars through an intensive repair program, the number in need of repair on November 1, 1943, having been only 2.4 per cent, the lowest on record. Livestock movement, according to the report, has been on the increase in the past year and indications are that in the fall and winter months it will be approximately 20 to 25 per cent heavier than in the same months last year. There has been a severe strain, according to the report, on the supply of open top cars, of all types, especially gondolas, due to the continued heavy movement of iron ore, coal, iron and steel, sand, stone, gravel, finished war armament and military impedimenta, together with the longer hauls of much of this traffic and the necessity for supplying cars to protect traffic which heretofore

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## Issues "Directives" to RRs and Unions

### 30 days allowed to cease and desist from alleged discriminations

By means of "cease and desist" directives, the President's Committee on Fair Employment Practice has informed 23 railroads and 7 railway employees' unions that certain agreements affecting employment and promotion practices are, in its opinion, discriminatory, and therefore in violation of the President's Executive Order No. 9346, by which the committee is directed to "take appropriate steps" to put into effect the stated "policy of the United States that there shall be no discrimination in the employment of any person in war industries or in government by reason of race, creed, color, or national origin."

The unions and roads involved are given 30 days to comply with these directives and to report to the committee the steps taken to achieve compliance. While made public on December 1, the directives were dated November 18.

The directives are the outcome of public hearings on charges of discrimination against negroes and Mexicans filed against the specified unions and railroads. The proceedings were reported in *Railway Age* of September 18, page 466, and September 25, page 495. As there noted, the unions made no appearances at these hearings and submitted no replies to the charges placed against them. In general, the respondent carriers, while represented at the hearings, did not offer testimony or argument in opposition to that introduced in support of the allegations, most of which grew out of the operation of certain agreements affecting working conditions which were entered into by the roads and the unions.

Among these agreements is the so-called Southeastern Carriers' Conference Agreement, effective February 22, 1941, under which, it was charged, the Brotherhood of Locomotive Firemen & Enginemen and 10 railroads—the Atlantic Coast Line, Atlanta Joint Terminals, Central of Georgia, Georgia, Jacksonville Terminal, Louisville & Nashville, Norfolk Southern, St. Louis-San Francisco, Seaboard Air Line, and Southern—agreed to restrict the proportion of negro firemen and helpers employed to 50 per cent or less in each class of service, to prevent the hiring of negro firemen until the number of white firemen is 50 per cent more of the total employed, and to fill certain new runs and vacancies by "promotable men" who are not and may not be negroes.

With respect to this agreement, the committee found that its terms result in discrimination against negroes because of race, that its sole purpose is to restrict the employment opportunities of negro firemen because of race, and that the B. of L. F. & E., "while purporting to bargain for and represent the negro firemen employed by the carriers referred to herein, nevertheless discriminates against said negro firemen, because of their race, in that it

denies them membership in its organization, refuses them any voice or part in the negotiation of agreements or changes therein, affecting working conditions, employment opportunities, policies or practices, and refuses to represent them with respect to their grievances when such grievances conflict with the interests of junior white firemen."

In its directive applying to this agreement, the committee directed the roads and the union to cease and desist from discriminatory practices affecting the employment of negroes, to set aside the Southeastern Agreement, and to enter into no new agreement containing discriminatory provisions of the type named in the Executive Order. In addition, the carriers were directed to "adjust their employment policies and practices so that all needed workers shall be hired and all employees shall be promoted or upgraded without regard to race, creed, color or national origin." The union was directed to cease and desist from the alleged discriminatory representation practices detailed above.

In addition to the general complaint based on the Southeastern Agreement specific complaints against a number of the individual roads that were parties to it, in conjunction with the same union and others, such as the Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Engineers, and Order of Railway Conductors, resulted in separate findings and directives of the committee, similar in effect to that outlined above. With respect to the contention of some of the roads thus involved that the alleged discriminations are the outcome of "prevailing manners and customs of the civilization of the section" served by them, the committee remarked that "the public in that section has never objected to negro firemen and trainmen and that, on the contrary, it has freely sanctioned their employment for over half a century.

"Present policies of restriction are comparatively recent developments," the committee stated further, and these developments have been created by the railroads and the unions involved "for reasons entirely disassociated from the social problems referred to above." For a railroad company to refer to its employment practices as "in accordance with and abreast of the social and legal solutions which the civilization of the South has worked out" is, said the committee, "to ignore these facts, as well as the realities of the situation upon which the company appears to rely."

In addition to those mentioned, the directives named the Brotherhood of Railway Carmen, International Association of Machinists, and International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers as parties to practices which it said constituted discrimination. Other railroads named in one or more directives were the Baltimore & Ohio; Baltimore & Ohio Chicago Terminal; Chesapeake & Ohio; Chicago & North Western; Gulf, Mobile & Ohio; Illinois Central; Missouri-Kansas-Texas of Texas; Norfolk & Western; and Union Pacific. In the case of complaints against the Pennsylvania and New York Central the committee has held final action

in abeyance, it was stated, pending discussions looking toward the adjustment of the complaints.

No statement was made to indicate what further "appropriate steps" the committee might adopt to implement its directives if their terms should not be complied with by any of the parties within the stipulated 30-day period.

### **Loading of Cotton Still Under O. D. T. Study**

Suspension for an additional month, to January 1, 1944, of operation of General Order ODT 18A as it affects loading cotton in carload lots was announced November 29 by the Office of Defense Transportation. It was explained that the extension of the suspension will enable the Division of Traffic Movement to complete a study of cotton loading practices based on data recently supplied by shippers and receivers of cotton, compress operators, brokers, and carriers. During December a decision will be made as to whether the provisions of General Order ODT 18A—which requires maximum loading of freight cars—will be applied to cotton, it was stated.

### **Defines "Loading-out Point"**

In announcing certain minor changes in price regulations applying to railroad ties, poles, and similar lumber products, the Office of Price Administration on November 30 "clarified" the pricing system applied to railroad ties by releasing a new definition of "normal loading-out point." Under that agency's previous regulations a loading-out point was defined as the railroad siding or rafting grounds closest to the mill in the direction of shipment to destination, with the result that the loading-out point for a particular lot of ties might vary with the ultimate destination.

According to the revised definition, effective December 4, the normal loading-out point is the sales point to which primary forest products can be most cheaply transported from the point of production. This modification, the O. P. A. explains, is designed to end the practice of hauling ties past one loading-out point to a more distant one where prices are higher. The new regulation is contained in Amendment No. 1 to Second Revised Maximum Price Regulation No. 216.

### **O. D. T. Reports on This Year's Coal Movement**

Asserting that there have been no coal car shortages "of any consequence" so far this season, the Office of Defense Transportation last week reported that 8,238,098 cars of bituminous and 860,433 cars of anthracite were moved from the mines by the railroads during the first 45 weeks of 1943 as compared with 8,163,099 cars of bituminous and 919,534 cars of anthracite loaded during the same period last year.

Nevertheless, as the press release put it, "O.D.T. officials warned shippers and receivers of coal that the present fluidity of movement could be maintained only by the speedy loading and unloading of all open-top cars." And "they further pointed out that the coming of freezing weather in many parts of the country will have a tend-

ency to slow down the loading and unloading of coal, thus making it more imperative that cars be promptly loaded and unloaded."

Statistics compiled by the Coal Section of O.D.T.'s Division of Railway Transport showed that of the 37,004,300 cars of revenue freight loaded during the first 45 weeks of this year, coal represented 7,300,276 cars, or 19.7 per cent, as compared with 19.3 per cent of the cars loaded during the same period of 1942.

Shipments to the New England area for the first 45 weeks are behind those of last year, "due to the reduced production because of strikes." The comparative figures are 25,756,689 tons and 26,586,538 tons, respectively, the former including 20,195,859 tons of bituminous and 5,560,830 tons of anthracite. All-rail shipments of bituminous to New England amounted to 9,348,185 tons as compared with 10,127,810 tons during the same 1942 period. The all-rail portion of 1943's 5,560,830 tons of anthracite was 5,306,180, compared with 5,869,435 tons in the first 45 weeks of 1942.

Canadian imports of coal up to November 13 totaled 6,570,275 tons by rail and 14,446,920 tons by water in comparison with 5,451,352 tons by rail and 12,967,546 tons by water during the same period last year. For the first 45 weeks of this year, shipments of bituminous to the Pacific Northwest amounted to 2,594,295 tons, of which 2,163,915 tons came from the United States and 430,380 tons from Canada.

Total dumpings of bituminous at the Lake Erie ports from the opening of the Lake shipping season to November 14 amounted to 43,066,034 tons, as compared with 45,703,645 tons in the same 1942 period. The 1943 figure included 41,772,492 tons of lake-cargo coal and 1,293,542 tons of vessel fuel.

### **Railroadman Heads the British Materials Mission Here**

It was announced in London and Washington, D. C., December 1 that the British Minister of Production has appointed Sir Charles Hambro, chairman of the (British) Great Western, as United Kingdom member of the Combined Raw Materials Resources Board and head of the British Raw Materials Mission in Washington, having been granted a temporary leave of absence by the railway for that purpose.

The announcement points out that the Great Western's chairman has played an important part in the organization of British railway transport for war purposes, both in his present capacity and in his post from 1934 to 1940 as deputy chairman of the same company. Summarizing the contribution of the British roads to that country's war effort, the statement explains that on May 26, 1940, and the day following—that is, immediately after the evacuation from Dunkirk—319,116 soldiers were carried from the coast to inland camps by the appropriate lines, while the record of the whole railroad system during the air attack that followed, the so-called Battle of Britain, is mentioned as equally impressive.

Since the beginning of the war British railways have been carrying 50 per cent more freight and 50 per cent more passenger traffic than before the war, the an-



nouncement pointed out, while the number of special trains run for the conveyance of troops and supplies since Dunkirk has increased fourfold. Over 180,000 special trains have been operating on the roads on government orders and about one million "wagonloads" (i.e. carloads) of freight have been dispatched each week for many consecutive months. At the same time bomb damage has been rapidly repaired where it interfered with traffic and there have been "many instances of courage shown both individually and collectively" by railway officers and employees.

### N. Y. C. Handles 153,500 Cars of Oil from Norris City

The transportation of 153,500 tank cars of oil from Norris City, Ill., to Eastern points since February 19, 1943, is one of the extra war jobs completed by the New York Central. This "river" of oil, one-third of all that was moved by the Eastern railroads since February 19, totaled about 33,002,500 bbl. and, according to the railroad, was the largest tank car movement ever to be handled over an initial single track line.

The Central, over its Big Four division, operated solid oil trains of 75 cars each from Norris City, the terminus at that time of the 532-mile pipe line from Longview, Tex., to relieve the oil shortage in 17 Eastern states. At the height of the operation, it moved a 75-car train in and out of the terminal every 52 minutes. Inspection and light repairs to these trains were made at the Central's terminal at Mt. Carmel, 44 miles northeast of Norris City. The trains were operated as scheduled trains, on specific time allowances.

With the completion of new sections of the Big Inch into the East, the movement by rail from Norris City has ceased and the cars used in this pool will be returned to the service between Texas and Eastern points.

### I. C. C. Service Orders

Two service orders applying to refrigerator cars have recently been issued by the Interstate Commerce Commission. Effective November 27, Service Order No. 166 provided that, under certain limitations, empty refrigerator cars moving from Houston, Sherman or Longview, Tex., to points in the Rio Grande valley in that state may be used, in the ratio of not more than 3 type-RS refrigerator cars for each box car ordered, for the transportation of fruit and vegetable containers and box shooks, thus releasing box cars for "other and more essential transportation." Such freight movements will be subject as a unit to the carload minimums which would have applied to a box car movement.

By Service Order No. 165, effective December 1, the commission directed that refrigerator cars should not be used for the transportation of canned or preserved foodstuffs (not coldpack) to, from or between points in Alabama, Arizona, Arkansas, California, Florida, Georgia, Kentucky, Louisiana, Mississippi, New Mexico, North Carolina, Oklahoma, South Carolina, Texas, Virginia, West Virginia and the District of Columbia unless such ship-

ments originate at, move through, or are destined to points in states north of those named. Shipments made under the provisions of Service Order No. 104, which allow the use of refrigerator cars moving empty toward certain fruit and vegetable production areas for the transportation of shipments that otherwise would require box cars, are exempted from this order, and provision is made for special or general permits for movements otherwise prohibited. Robert B. Hoffman, manager of the refrigerator car section of the Car Service Division of the Association of American Railroads at Chicago, was named as agent of the commission for the issuance of such permits.

Amendment No. 4 to Service Order No. 68, effective December 15, further modifies the provisions of that order exempting certain so-called remnant lot shipments from minimum weight requirements. It replaces amendment No. 3 to the same order, which the commission ordered set aside on the effective date of the new amendment.

### New Efficiency Peaks Being Reached Daily

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has moved via all water routes or rail-water service.

The peak demand for rail movement of oil to the Eastern seaboard was reached in July of this year, in which month there was a daily average movement in tank and box cars of more than 1,000,000 barrels. This represented between 70 and 75 per cent of the total movement to the East Coast. Since then, however, this movement has decreased somewhat, with the result that the railroads are now handling about 60 per cent of the total. Whereas, there was a shortage of transportation facilities for oil a year ago, the report said, there is a surplus of such facilities at the present time, compared with current production.

The movement of export freight to the various ports has been without congestion during the past year, with the result that there have been no major problems connected with the handling of such traffic. The volume of freight handled through North Atlantic ports in the first nine months of 1943 was approximately 100 per cent greater than that moved during the same months of 1918, the peak year of World War I movement. Only about 12 per cent of the export movement through the ports is commercial, the balance being Army, Navy, and lend-lease freight.

### Calls for More Effort to Avoid Priorities and Embargoes

In furtherance of the effort the Office of Defense Transportation has undertaken to improve freight car utilization by at least 10 per cent, Director Joseph B. Eastman has addressed to the chief executives of 1,300 large industrial firms a letter appealing for their aid in obtaining the utmost cooperation of their operating and traffic forces in accomplishing this purpose and so making resort to embargoes

and priorities in freight movements less likely to be necessary.

In part, Mr. Eastman said: "Thus far, we have had splendid cooperation in our conservation efforts. There has been resourceful work on the part of the railroads, their employees, and the shippers. Particularly outstanding has been the contribution of the traffic managers of industry. However, more must be done, for we have not yet reached the peak of the demand for transportation created by our expanding war effort, nor have we reached the peak of the difficulties in satisfying that demand. I am sure, also, that, fine as has been the work already done, it can be surpassed, if we all pull together.

"A critical transportation situation requires resort to either compulsory or voluntary measures. The compulsory approach means imposition of embargoes and priorities. In that regard, our views are the same as yours; such action not only would disturb, and eventually retard, the whole traffic flow but might have serious, adverse effects upon industry.

"Under the voluntary approach we must reach the desired goal through greater efficiency of operation. This is the approach we have adopted. The end can be achieved only if government agencies, the shippers, and the railroads now intensify every possible effort for improvement of transportation performance."

The O. D. T. director went on to urge the industry executives to instruct their traffic and operating people to put their utmost efforts behind the program for increased efficiency. "I realize that this may at times involve sacrifices and expenditures," he said, "but it should be borne in mind that such costs will be far less than the losses your company would incur from incomplete transportation service."

### Raise Ceiling Prices on Coal

Ceiling prices on bituminous coal were subjected to a "temporary" increase November 29, according to an announcement on that date by the Office of Price Administration. This increase was said to be in compensation for recent increases in labor costs, resulting from the approval by the government stabilization authority of wage increases allowed miners. Because different mines will be differently affected, further adjustments in ceiling prices are in process of being formulated, it was explained.

The increases thus authorized range from 10 to 50 cents per net ton in 17 out of the 22 producing districts in the country. In 5 other districts no general increases were allowed, but certain handloading mines were granted increases of 20 to 25 cents a ton. The statement points out that "the exact amount" of the increase authorized can be "passed on to domestic consumers at once."

The general increases authorized per ton were as follows: Districts 13, 20 and 22 (Alabama, parts of Georgia and Tennessee, Utah, and Montana), 10 cents; District 3 (northern West Virginia), 15 cents; Districts 2, 4, 8 and 19 (western Pennsylvania, Ohio, southern West Virginia and parts of Virginia, North Carolina, Tennessee and Kentucky; Wyoming and part of Idaho), 20 cents; Districts 6, 7 and 16 (parts of West Virginia and Virginia, and northern

Colorado), 25 cents; Districts 1 and 12 (central Pennsylvania, Maryland, part of West Virginia, and Iowa), 30 cents; District 23 (Washington, Oregon and Alaska), 35 cents; District 14 (Arkansas and eastern Oklahoma), 40 cents; and Districts 5 and 18 (Michigan, California and part of New Mexico), 50 cents. Certain exceptions were specified by the O.P.A. to apply to mines in these districts where unusual conditions apply. Those districts not mentioned were not allowed a general increase.

### Allows Extra Service for Men on Holiday Furlough

The Office of Defense Transportation announced December 1 that under General Permit ODT 24-8, effective from that date through January 15, 1944, railroads have been authorized to operate special passenger trains or extra sections, where necessary to meet demands for transportation of members of the armed forces on holiday furlough. A similar authorization was granted last year. The general permit also allows railroads to include passenger cars in trains operated primarily for the movement of mail or express. Extra services operated under this permit must be reported in detail to the O. D. T. within 48 hrs. of each such operation, the announcement added.

### Non-ops Engage in Watchful Waiting

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ise made to the Senate subcommittee by their spokesmen in the course of its hearings on the Truman resolution, as noted in *Railway Age* of November 13, page 759. "All concerned," this paper said, desire a "peaceful settlement," but it pointed out at the same time that "preliminary tabulations" showed almost 100 per cent of the ballots returned in favor of a strike unless this settlement takes a form acceptable to the union heads. It was ascertained, also, that not one member of Congress had "raised his voice" in opposition to such a settlement, though several had spoken in support of the unions' claims.

In addition to statements of this kind alluded to in previous issues of *Railway Age*, extensions of remarks of Representatives Smith, Republican of Ohio, and Weiss, Democrat of Pennsylvania, appeared in the Congressional Record of November 23 in approval of the unions' position. Mr. Smith raised what he termed "logical" questions: "Has the administration set its envious and regal eye upon the transportation systems of America and decided that this part of our economy can be run better

by the bureaucrats; that in any event this is necessary to attain the desired political control over our people? Is the President deliberately precipitating a rail strike so as to afford him the excuse to take over the railway system?"

On November 24 Representative Vursell, Republican of Illinois, took the same means to set forth six reasons why he favored congressional approval of an increase of 8 cents per hour for the non-op employees. "When precedent and law are being evaded, bypassed and usurped by bureaucratic and dictatorial methods," he said, "it is time for Congress to assert itself and act swiftly and effectively." The alternative, he suggested, would be the "tragedy" of government operation of the railroads.

### WPB Asks Railway Co-operation In Collecting Waste Paper

Faced with a critical shortage of paper and paper board for war requirements, the War Production Board has issued a special appeal for the co-operation of the railways in the collection of waste paper needed to supplement the lagging production of wood pulp.

In a memorandum addressed to the chief operating officers and salvage directors of all railroads, Bert C. Bertram, chief of the Railroad unit, Salvage division of the WPB, points to the serious situation in many paper mills where schedules have, of necessity, been reduced to three or four working days per week, by reason of the lack of waste paper inventories.

Among the important war requirements of paper and paper products are: Bomb bands, practice bombs, airplane signals, shell containers, ammunition chests, containers for food, medical and other military equipment and supplies. Little of the enormous quantities of paper products shipped overseas is returned as waste paper and consequently the home front must be relied upon to produce these requirements. The types most urgently needed are boxes and cartons of corrugated paper board, wrapping paper and paper used to line grain cars, newspapers, magazines, books and office paper from files and storage rooms.

### George A. Wilson Is P. A. W.'s Director of Transportation

George A. Wilson, executive officer of the Petroleum Administration for War's Division of Transportation, has been appointed director of the Division succeeding J. R. Parten who resigned to return to private business. Mr. Wilson, who is on leave from the Standard Oil Company of Louisiana, has been with P.A.W. since April, 1942.

## Materials and Prices

The following is a digest of orders and notices of interest to railways, issued by the War Production Board and the Office of Price Administration since November 22:

**Direction No. 2 PR 18**—Purchase orders for a list of specified products, including accessories for internal combustion engines, anti-friction bearings, steel boilers, compressors, Diesel engines, electric motors and generators, pumps, turbines and valves, requiring delivery during the first six months of 1944, must be placed before the first of the year, the WPB announced on November 20.

At the same time, the board pointed out that orders requiring delivery of the same products during the third and fourth quarters of 1944 must be placed before March 1, 1944.

This action, similar to that requested in a telegram to industry last year, is required under Direction No. 2 to Priorities Regulation No. 18, issued November 20.

**Metal-Cutting Tools**—General Preference Order E-2-b, which regulated the production and distribution of metal cutting tools, was revoked November 16, by the WPB. While the need for these tools continues to be important, it is felt

that the controls contained in Priorities Regulation 1 and other general regulations of WPB will serve better in the present situation, the Tools division of WPB said.

While the requirement, imposed by E-2-b, that all orders for cutting tools must bear preference ratings, no longer applies, producers must still fill rated orders ahead of any unrated orders that may be received.

**Motor Vehicle Parts**—An amendment to Limitation Order L-158, issued November 13, contains several important changes for the purpose of increasing the available supply of replacement parts deemed necessary to keep the essential motor vehicle transportation of the country in operation. The restrictions on producers' inventories of finished replacement parts have been eliminated. This will allow producers to schedule runs of replacement parts in accordance with the most efficient manufacturing practices and not limit their usage of facilities to production of specific quotas.

**MRO Materials**—Interpretation I to Order P-142, issued by the WPB on November 24, explains that if delivery of orders for transportation equipment MRO materials were properly placed and rated under P-88, (which order was revoked by P-142) but were not delivered, they may be re-rate to the extent that similar materials are authorized on Form WPB-2585, pursuant to P-142.

**Typewriters**—As a result of decreased government requirements for used typewriters and the resumption of limited production of new machines, the OPA, on November 26, announced an easing of its rationing regulations affecting rentals and sales of used typewriters, through Amendment No. 7 to Ration Order 4A (Typewriters). After December 1, rentals of office-size typewriters manufactured since 1935 (Class A) will be placed on the same basis as older (Class B) machines. They may be rented with or without local rationing board certificates. Priority in the rental of machines, however, must still be granted to persons who hold rental certificates—given to those needing the typewriters for essential war work.

The amendment also releases for unrestricted sale office-size typewriters built before 1924, and portable machines built before 1941.

### Prices

**Electrical Equipment**—Amendment No. 106 to MPR 136 (Machines and Parts and Machinery Services) effective December 1, provides that manufacturers of all types of lead acid storage batteries, automotive or otherwise, may add to their October 1, 1941, prices an allowance of one cent per pound for lead in the battery. Manufacturers have the option of increasing their prices to their February 1, 1942, prices or using the lead allowance in establishing their maximum prices. The increased figure will not affect prices paid by consumers, since the difference will be absorbed by wholesalers.

At the same time OPA announced that it had raised the level of prices for all items of used electrical machinery and equipment, priced by the depreciation method. This was brought about by reducing the specified depreciation rate of 10 per cent to 5 per cent in calculating the ceiling price for the machinery item being sold.

Another provision limits the exemption from price control for cost-plus contracts. Under this step it is made clear that the exemption does not apply to machines and parts for which the seller had a published list price or established price in effect on the specified base date.

**Western Poles and Piles**—Amendment No. 2 to RMPR No. 284 (Western Primary Forest Products), effective November 27, authorizes sellers of poles and piling produced in western United States to add a mark-up of 25 per cent, rather than 10 per cent, to basic maximum prices in sales of the two items in less-than-carload lots.

The new mark-up is applicable to l. c. l. sales of poles and piling produced in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, North Dakota, Oregon, South Dakota, Utah, Washington and Wyoming, certain counties in Oklahoma and Texas, and in Mexico and Canada.

In a further price action, a specific addition of 7½ cts. per pole is established for any additional branding or marking beyond the manufacturer's brand showing year mark, and class and length of pole for which there is no charge.



# GENERAL NEWS

## 145 New Locomotives for Indian Railways

Canadian Pacific engineers supervise construction for the purchaser

An order for 145 steam locomotives of the 2-8-2 type has been placed in Canada by the Indian State Railways. The order was divided between the Canadian Locomotive Works which is building 75 of the locomotives and the Montreal Locomotive Works which is building 70. These are the first locomotives to be built in Canada for service in India; before the war such equipment was obtained in Great Britain.

When the order was placed the purchaser specified that Canadian Pacific standards for material and workmanship was to prevail. This company is maintaining inspectors at the builders' plants for the checking of parts, boiler construction, locomotive erection and tender construction. It is responsible also for the stripping down of the locomotives and their preparation for shipment. An engineer representing the Canadian Pacific is being sent to India to supervise the re-assembly of the locomotives in that country. Additional locomotive repair parts and boilers are being similarly inspected before shipment to India for application on British-built power now in service there.

The locomotives, known as the X-Dominion type, are a smaller version of the heavy Mikados in use on Canadian lines. Weighing 161 tons in working order, they are built for service on the 5-ft. 6-in. gauge which is the Indian standard. Operating at 200 lb. boiler pressure, the locomotives have 21-in. by 28-in. cylinders and 60-in. driving wheels. The engine wheel base is 32 ft. 9 in. and the total wheel base 59 ft. 4 in., with an overall length of 69 ft. 1/4 in. over the buffers.

The weight on the drivers is 141,000 lb. and the tractive force 35,000 lb.

The firebox has a maximum length inside of 102 3/4 in. and a width of 66 3/4 in. with a total grate area of 47 sq. ft. There are 137 2-in. tubes and 30 5 3/8-in. flues. The tubes have a total length over the flue sheets of 17 ft. 6 in. The combined heating surface is 2,787 sq. ft. divided as follows: Tubes and flues, 1,985 sq. ft., firebox, 162 sq. ft., arch tubes, 17 sq. ft., and superheaters, 623 sq. ft.

Maximum height of the locomotive at the stack is 15 ft. 6 in. with the center line of the boiler 8 ft. 9 in. above the rail. The tender, carried on two four-wheel cast-steel 5 1/2-in. by 10-in. trucks, has a capacity of 4,500 imp. gal. of water and 13 long tons of coal.

## House Bill Puts Restrictions on Rail Abandonments

Representative Winter, Republican of Kansas and a member of the House committee on interstate and foreign commerce, on November 30 introduced in that body a bill (H.R. 3758) to declare the policy of Congress with respect to the abandonment of railroad lines, it being identical with the bill to that effect (S. 1489) recently introduced in the Senate by Senator Reed of the same state, as noted in *Railway Age* of November 6, page 737.

## Carl Nyquist Heads Treasury Division, A. A. R.

Carl Nyquist, secretary and treasurer of the Chicago, Rock Island & Pacific, with headquarters at Chicago, was elected chairman of the Treasury Division, Association of American Railroads, at a November 16 meeting of the Treasury Advisory Committee in Chicago. By virtue of his office, Mr. Nyquist will also serve as chairman of the Advisory Committee during the ensuing year. He succeeds R. P. Ahrens who retired as treasurer of the New York Central on October 31.

## Congress Again Gets RRs' Tax Proposals

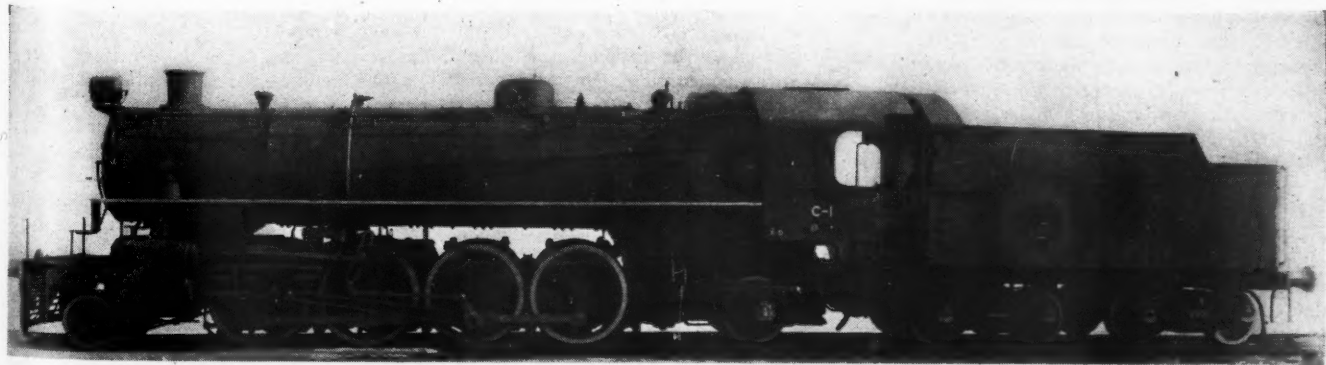
Bill before Senate would add three per cent freight tax to government shipments

That provision of the pending Revenue Act of 1943 which provides for an increase from 90 to 95 per cent in the tax rate on excess profits was attacked November 30 in a Senate finance committee hearing by Judge R. V. Fletcher, vice-president of the Association of American Railroads.

"Any tax rate as high as 95 per cent is the foe of thrift and economy and puts a premium on extravagance and waste," he declared in his statement to the committee. "I sincerely believe that an increase in the present rate will clash headlong with the law of diminishing returns."

The committee was considering H. R. 3687, the bill passed by the House on November 24 to effect certain increases in tax rates and other changes in existing federal tax regulations. The provisions of this bill affecting transportation were not changed in the House from those proposed by its committee on ways and means, as outlined in *Railway Age* of November 27, page 874.

To a large extent, Judge Fletcher's statement to the Senate committee followed the lines of his recent presentation to the ways and means committee of the railroads' viewpoint on tax legislation, which was reported in the issue of October 16, page 610. Again he proposed that provisions be included in the new law to afford the industry relief from certain burdens imposed by the present statute and regulations under it, that is (1) a change in the capital gains and losses section to cover investments in railroad securities as well as in physical property, so that losses could be taken for tax purposes on the disposition of securities



Wide-gauge Locomotives Being Built in Canada for the Indian State Railway—The Canadian Pacific Is Supervising the Construction and Its Representative Will Have Charge of Their Re-erection in India

representing property not owned directly; (2) a tax allowance for deferred maintenance reserves, both on equipment and on roadway and structures; (3) an opportunity to make tax adjustments in the event that refunds must be made by the roads to the government on account of the application of land grant rates on traffic to which the carriers have applied regular rates; (4) elimination of charges for "services incidental to transportation," such as demurrage or loading or unloading charges, from the application of the general 3 per cent tax on the transportation of property, and (5) removal of the 2 per cent penalty for making consolidated tax returns.

With respect to the provision in the House bill increasing the tax on transportation of persons from 10 to 15 per cent, Judge Fletcher's prepared statement was silent.

Referring to its retention of the 3 per cent tax on freight transportation, with certain exceptions, which the treasury department had sought to have removed, he said, "we are making no complaint about this action."

As passed by the House, this section of the bill not only retains the freight charge tax now in effect, but it provides that the tax shall be applied to shipments made to or from federal government agencies and departments, which heretofore have been exempted from the tax. The section of the pending bill relating to the exemption of government transportation reads as follows: "The tax imposed under this section shall not apply to (1) amounts paid for the transportation of property to or from the government of a state, territory of the United States, or political subdivision, thereof, or the District of Columbia, or (2) amounts paid to the Post Office Department for the transportation of property." (Provision is made elsewhere in the bill for an increase in postage charges on parcel post substantially equal to the 3 per cent tax applied to other forms of transportation of property.) A similar provision allows the tax on transportation of persons to apply to official travel by government employees. These changes would become effective "on or after the first day of the first month which begins three months or more after the date of enactment."

In that part of his statement dealing with the increased excess profits tax rate, Judge Fletcher pointed out that most railroads have found it necessary to adopt the invested capital basis for the calculation of this tax, since their earnings are relatively modest with respect to their total capital investment, as is generally the case with public service corporations whose rates are subject to government regulation. Under the statute, he pointed out, only one half of the amount borrowed capital can be included in determining the amount of invested capital and only one half the total interest payments on this debt can be deducted from taxable income, with the result that, under the provision in the bill passed by the House that the credit rate allowed to corporations with a total invested capital of more than \$200,000,000 shall be 4 per cent, many roads will be forced to pay an excess profits tax upon a portion of their

## Peterson on Air Cargo

A scholarly paper on Air Cargo freight—past experience and future prospects—by C. G. Peterson, chief engineer of the Railway Express Agency, as presented to a recent meeting of the Society of Automotive Engineers, is obtainable in reprint form on application to the Air Express Division, Railway Express Agency, 230 Park Avenue, New York 17.

Mr. Peterson has competently studied the possibilities of planes as cargo carriers—probably to a degree unsurpassed by any other man affiliated with the railroads; his observations are significant and enlightening.

expense for interest, since the average interest on railroad loans is 4½ per cent.

"This cannot be fair taxation. Probably such a result was never contemplated," the A. A. R. vice-president declared. "It is discriminatory because it penalizes regulated corporations with low earnings in the [1936 to 1939] test period, with a large investment consisting of a large amount of borrowed capital, moving now a huge volume of traffic at rates which are the lowest in the world and lower now than they have been in twenty years, acquiring, unfortunately, a huge volume of deferred maintenance, and struggling to build up reserves for the wholesome purpose of reducing debt and rehabilitating and improving their property, to the end that in the postwar era they may give better service at lower rates."

As the spokesman of the American Trucking Associations, Roland Rice appeared before the Senate committee to express that industry's support of the general position taken by Judge Fletcher on behalf of the railroads.

Another witness to appear before the committee on the same day was John T. Corbett, assistant grand chief engineer of the Brotherhood of Locomotive Engineers, who objected to the provision in the House bill requiring unions to make periodic financial reports. This would work undue hardship on the unions, he asserted, calling to the committee's attention the fact that previous tax legislation always had exempted them from this requirement. He went on to say that it would be difficult to get union members to serve as local officers if they should be made subject to legal action for erroneous statements in such financial reports, as provided in the pending bill.

## Court Action on Violations of Service Order No. 68

Secretary W. P. Bartel on November 25 made public the fact that the Interstate Commerce Commission has been advised that on November 17 the Elgin, Joliet & Eastern confessed judgment in the federal district court at Chicago in the sum of \$5,000 upon a complaint filed against it under section 1(17)(a) of the Interstate Commerce Act for failure to obey the com-

mission's Service Order No. 68. The complaint, which was in 20 counts, alleged that the road collected charges for the transportation of shipments of manganese ore from Charleston, S. C., to Gary, Ind., on the basis of weights less than the carload minimums published for the cars that were furnished.

## Freight Car Loading

Loadings of revenue freight for the week ended November 27, which included the Thanksgiving holiday, totaled 820,082 cars, the Association of American Railroads announced on December 2. This was a decrease of 62,205 cars, or 7.1 percent, from the previous week, and increase of 76,618 cars, or 10.3 percent, above the corresponding week last year, and a decrease of 46,098 cars, or 5.3 per cent, below the comparable 1941 week.

Loading of revenue freight for the week ended November 20 totaled 882,287 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

### Revenue Freight Car Loading

For the Week Ended Saturday, November 20			
District	1943	1942	1941
Eastern .....	167,397	152,195	159,879
Allegheny .....	193,776	175,566	172,767
Poconantas .....	59,136	54,026	39,998
Southern .....	126,605	125,591	119,779
Northwestern .....	115,121	120,309	119,734
Central Western .....	139,229	130,648	125,217
Southwestern .....	81,023	78,427	62,012
Total Western Districts .....	335,373	329,384	306,963
Total All Roads .....	882,287	836,762	799,386
Commodities			
Grain and grain products .....	55,055	45,758	41,022
Live stock .....	22,397	19,706	13,201
Coal .....	188,273	167,436	130,208
Coke .....	15,218	14,475	11,673
Forest products .....	45,883	42,197	39,725
Ore .....	49,070	58,411	55,027
Merchandise l.c.l. .....	106,346	91,562	141,257
Miscellaneous .....	400,045	397,217	367,273
November 20 .....	882,287	836,762	799,386
November 13 .....	847,683	826,695	883,890
November 6 .....	754,724	829,663	873,582
October 30 .....	883,678	890,560	894,745
October 23 .....	905,319	903,262	913,605

Cumulative Total,  
47 Weeks .... 38,507,635 39,244,553 38,377,614

## Forwarder's Grandfather Rights Get Benefit of Doubt

The International Forwarding Co. would be authorized to operate as a freight forwarder subject to part IV of the Interstate Commerce Act between all points in the United States if the Interstate Commerce Commission accepts the recommendation of Examiner J. P. McGrath, as set forth in a proposed report in its No. FF-57 proceedings.

The applicant's grandfather rights to operate in certain territories were disputed at a hearing, the claim being made that it did not directly serve the principal points in Florida, Louisiana and Texas until after the effective date of part IV of the act, and that it did not then solicit shipments at the principal points in those states for forwarding thereto. The objections were directed particularly at its service between St. Louis, Mo., and points in Texas. The examiner pointed out that the record showed that the applicant had used the services of other forwarders beyond Chicago and St. Louis in forwarding shipments to break-bulk points



in Texas, other than Laredo, prior to July, 1942 (the act requires that operations must have been in effect on May 16, 1942, to establish grandfather rights). Its services thus did not conform "fully" to those required by the statute, he went on to say, but it issued its own bills of lading to the shippers in such cases, and its relation with them was that of forwarder and shipper. "It assembled or consolidated such shipments and in many instances provided for their distribution at destination by its distributing agents."

Whether the applicant acted in violation of the provisions of section 410 of the act in extending its service in Texas after the effective date of the statute, the examiner remarked, "is not wholly free from doubt." He pointed out, however, that it did before that date, and still does, provide service from points in various eastern states to Laredo, which was and is used as a break-bulk point both on shipments for export to Mexico and on those destined to it and other Texas points. On this basis he found that the applicant "had an established, if somewhat limited, service" from a number of states to Texas in effect before May 16, 1942, thereby being entitled, in his opinion, to a permit to serve that state, and all points in the United States, as a forwarder.

### Representation of Employees

The National Mediation Board has directed that an election be held on the Chicago, North Shore & Milwaukee to settle a dispute between the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees and the Amalgamated Association of Street, Electric Railway and Motor Coach Employees involving the representation of that road's concession clerks and dishwashers and its receiving and delivery clerks, callers, truckers and porters, the board having found after hearing that the two groups specified constitute separate classes of employees for the purposes of the Railway Labor Act.

After an election in which the Brotherhood of Locomotive Engineers received 45 votes to 34 for the Brotherhood of Locomotive Firemen and Enginemen, the board certified the former union to represent locomotive engineers of the Chicago Junction.

### Equipment Depreciation Orders

Further equipment depreciation rates have been prescribed by the Interstate Commerce Commission for several railroads in recently issued sub-orders in the depreciation rates proceeding. For the Chicago Great Western the rate has been set at 3.05 per cent for steam locomotives, 4.16 per cent for other locomotives, 3.01 per cent for freight cars owned and 3.6 per cent for freight cars leased, 3.4 per cent for passenger train cars, 4.13 per cent for work equipment, and 19.32 per cent for miscellaneous equipment.

The rates set for the Gainesville Midland are: 5.75 per cent for steam locomotives, 5.89 per cent for freight cars, 12.16 per cent for passenger train cars, and 2.29 per cent for work equipment. For the Klamath Northern the rate is 3.77 per cent for steam locomotives and 9.42 per cent for work equipment.

Modified sub-orders have been issued for

the Southern Pacific and certain subsidiary lines. For the Northwestern Pacific the rate set for steam locomotives owned is 2.71 per cent; steam locomotives leased, 2.33 per cent; freight cars owned, 3.03 per cent; freight cars leased, 3.13 per cent; passenger train cars owned, 2.9 per cent, leased, 2.07 per cent; work equipment owned, 3.56 per cent, leased, 2.57 per cent; and miscellaneous equipment, 9.02 per cent. For the San Diego & Arizona Eastern the rate is 2.70 per cent for steam locomotives owned; 3.17 per cent for steam locomotives leased; 3.21 per cent for freight cars; 3.03 per cent for passenger train cars; 3.34 per cent for work equipment; and 15.14 per cent for miscellaneous equipment.

For the Southern Pacific the rate is 3.17 per cent on steam locomotives owned; 2.58 per cent on steam locomotives leased; 3.96 per cent on diesel-electric switching locomotives; 6.6 per cent on "City of San Francisco" type diesel-electric locomotives; 3.42 per cent on owned freight cars; 3.21 per cent on leased freight cars; 6.6 per cent on "City of San Francisco" type passenger train cars; 3.94 per cent on "Daylight" type passenger train cars; 2.99 per cent on other passenger train cars owned; 3.01 per cent on leased passenger train cars; 3.64 per cent on floating equipment owned; 3.94 per cent on floating equipment leased; 3.92 per cent on work equipment owned; 2.98 per cent on work equipment leased; and 9.31 per cent on miscellaneous equipment.

For the Texas & New Orleans the rate is 2.87 per cent for steam locomotives owned; 3.5 per cent for steam locomotives leased; 9.46 per cent for secondhand gasoline switching locomotives; 2.8 per cent for freight cars owned; 3.69 per cent for freight cars leased; 2.8 per cent for passenger train cars owned; 3.94 per cent for light weight passenger train cars leased; 3.13 per cent for other leased passenger train cars; 3.81 per cent for work equipment owned; 3.29 per cent for work equipment leased; and 10.92 per cent for miscellaneous equipment.

### U. P. to Celebrate Seventy-Fifth Anniversary January 8

Your America, a half-hour broadcast celebrating the seventy-fifth anniversary of the birth of the Union Pacific and sponsored by its 60,000 employees, will make its trans-continental network debut over N. B. C. at 4 p. m. CWT on January 8. The Broadcast will originate through the facilities of WOW in Omaha, Neb., and will feature an orchestra and vocal ensemble of 58 artists under Josef Koestner, conductor and composer, together with Nelson Olmsted, story-teller, guests, soloists and featured workers from the railroad's operating personnel. As an additional feature, the weekly broadcast series of half-hour shows will present personal appearances by the governors of the states served by the Union Pacific.

"The broadcast," according to W. M. Jeffers, president, "will have the unusual characteristic of being an entertaining program, devoid of the usual commercial announcements, and originating in a city that was one of yesteryear's frontier towns. Much of the talent to be presented on the program will be drawn from the ranks of

our employees. As an example, one of our soloists will be Grace McTernan, daughter of a retired Union Pacific conductor. Another will be Jack Wright of Omaha, fireman on a switch engine and the son of a retired engineer.

"This series," Mr. Jeffers continued, "will be the first coast-to-coast live broadcast ever sponsored by a railroad and the first railroad program of any nature in which employees participate.

"These programs will be another effort on the part of the Union Pacific to boost the Midwest and Western states. Radio audiences expect to hear high class programs emanating from New York, Boston, Chicago, Hollywood and other metropolitan points. When listeners, and especially easterners, hear our programs, I feel they will come to the realization that there is talent in the West, too."

A 45-station network will carry the broadcast from Maine to California. The programs will be produced by Lyle De Moss of Omaha and the chief announcer will be Ray Olsen, winner of the Davis announcer award in 1941.

### W. P. B. Interpretation

The War Production Board on November 24 issued Interpretation I to Order P-142, which explains that if delivery of orders for transportation equipment MRO materials were properly placed and rated under P-88 (which order was revoked by P-142) but were not delivered, they may be rerated to the extent that similar materials are authorized on Form WPB-2585, pursuant to P-142.

### A. A. R. Mechanical Division Letter Ballot

Circular No. DV-1053, issued by the secretary, Mechanical Division, Association of American Railroads, on October 26, announces the results of Letter Ballot on 14 propositions which, under authorization of the General Committee of that division, were submitted to letter ballot on September 8. All of the proposals were adopted by large majorities of the ballots cast. They were as follows: (1) to advance to standard the present optional tie-bar construction between the top toes and the bottom toes of the brake head for the No. 15 brake beam; (2) to adopt as recommended practice a form of card for listing data with respect to HSC air-brake equipment on passenger cars, in lieu of stenciling each item; (3) to revise the Standards of Lettering and Marking of Cars to include requirements for marking of freight cars that are leased or are in special service, to indicate the point to which the car is to be returned when empty; (4) to modify the Fusion and Bronze Welding Regulations with respect to building up eyes of brake-beam hangers; (5) to clarify the Fusion and Bronze Welding Regulations with respect to welding of cast-steel bolsters; (6) to modify the Fusion and Bronze Welding Regulations to prohibit welding parts of inadequate design or made of defective materials; (7) to modify the standard location of angle cocks; (8) to adopt as standard, waste retainer ribs for passenger and freight journal boxes of Classes C, D, E and F; (9a) to adopt as recommended prac-

tice designs of boiler studs; (9b) to add material reference to drawing cover cylinder and valve-head studs shown on page F-12 of the A.A.R. Manual; (10) to adopt as recommended practice designs for locomotive sanding systems for various types of locomotives; (11) to adopt as recommended practice pedestal jaw openings required for friction bearing journal boxes for steam, electric and Diesel locomotives and tenders; (12a) to adopt as recommended practice bushing thicknesses in relation to crank-pin diameters for various types of bushings on main- and side-rod ends; (12b) to revise page F-10 of the A.A.R. Manual for the purpose of clarifying the stress limitations and provide a limit for re boring of rod ends; (13) to revise page F-6A of the A.A.R. Manual to include sizes of dry pipes and outside steam pipes now appearing in material specifications M-108; (14) to revise specifications M-108 covering boiler tubes, to eliminate reference to dry pipes and steam pipes.

The first two propositions were recommended by the Committee on Brakes and Brake Equipment; Nos. 3 to 8, inclusive, came from the Committee on Car Construction; Nos. 9 to 13, inclusive, were submitted by the Committee on Locomotive Construction, and No. 14 is the recommendation of the Committee on Specifications for Materials. With the exception of No. 11, the proposals all go into effect on January 1, 1944. Inclusion of No. 11 in the Manual of Standard and Recommended Practice is being held in abeyance pending further consideration by the Committee on Locomotive Construction.

### Can Railroads Retain Oil Traffic?

The opportunities for the railroads in the transportation of oil after the war are outlined in a book, "Oil Industry and Transportation—Prewar and Postwar," written by P. Harvey Middleton, executive vice-president of the Railway Business Association and published by that organization. In discussing the transportation of petroleum after the war he asks:

"Will the railroads, in the postwar period, be able to handle well-organized large volume petroleum movements at low cost? Will they make a determined effort to hold their petroleum traffic after the war by reducing rates to a point where they can compete with other forms of oil transportation? The only answer that can be made to such questions at this time is to say that the railroads are engaged in a most intensive study of this subject."

The war has brought many changes in the transportation of petroleum, Mr. Middleton says. Of major importance is the great expansion of pipeline capacity and mileage. The destruction of tank vessels has resulted in the building of a new tanker fleet, speedier and more efficient than the old, and with a capacity that is now greater than in the prewar period. There has been a wider use of the tank truck.

In this new competitive situation, he believes, it will be necessary for the carriers engaged in oil transportation to make a thorough survey of all the factors involved in the transportation of both crude petroleum and the products of the refineries, in order to determine what are the most eco-

nomical and efficient and safe forms of transporting oil from the producing fields and the refineries to the seaboard or to interior points.

"There are so many elements involved in the operation of railway tank cars, pipelines, tank vessels, and tank trucks that it would be futile to attempt to enumerate them," he states. "Obviously, any carrier engaged in the transportation of either crude oil or refined products in the postwar period must be prepared to offer a service at a charge which is comparable to the cost of transporting the traffic by the competing forms of transport on land or water. The railroads are back in the transportation of oil in a very large way, and might well consider the possibilities of retaining a substantial part of their war emergency volume by such operating devices as will effectively meet the competition of other carriers."

In the section of the book dealing with "Postwar Changes in Oil Transportation," Mr. Middleton included a statement from Sidney A. Swensrud, vice-president of the Standard Oil Company of Ohio and vice-chairman of the Subcommittee on Postwar Readjustment of the Petroleum Industry War Council, "that the rigidity of the rate and cost accounting concepts of the railroads had been a definite factor in the loss of petroleum traffic. He was of the opinion that the railroads had not considered the cost of losing the business as well as figuring the cost of handling it in accordance with typical cost accounting calculations which are heavily burdened with fixed charges"; that more attention should be given to speeding up the turn-around by time study of every aspect of loading, moving and unloading, and consideration should be given also to increasing the size of the container, as a means of lowering costs.

"In our own company's operation of transport trucks," said Mr. Swensrud, "we aim to keep them in active operating service about 20 out of 24 hours. In the case of trucks, much study is given to speeding up loading and unloading operations through more rapid pumping, larger delivery pipes, and better scheduling, etc. But in prewar days very little consideration was ever given such details in the case of movement by tank car. In the case of truck or pipelines we could deal with these problems because they were within our single control, whereas in the case of railroad transportation this was not possible, for, in addition to the railroad, the tank car owner and the shipper, there was the Interstate Commerce Commission. These, in the writer's opinion, have been the factors that have caused the substitution of other methods of transportation for rail movements rather than, or certainly as well as, any marked advantage of the other methods over rail, so far as the fundamental costs of material, man hours, and horsepower are concerned."

### Western Lines Limit Reservations to One Month

The time beyond which passenger reservations will be accepted will be limited by Western railroads to one month, effective January 1. This action supersedes an experimental arrangement placed in effect by Western lines on November 15, under which reservations could be made for trips in the

current month or the month following and places advance reservations on the same basis as that made effective in the East on October 15. It also conforms to a request by the Office of Defense Transportation to make reservation rules uniform throughout the country.

### New P. R. R. Delivery Yard in Washington, D. C.

The Pennsylvania on November 29 opened a new Washington, D. C., freight delivery yard, to be known as Union Market Yard. It consists of four tracks with capacity for 51 cars, located off the Washington-New York main line, at New York avenue, and adjacent to Washington's Union Market. The new yard will serve both produce and general freight receivers, and ultimate plans call for a maximum of 18 tracks.

### Club Meetings

James E. Davenport, Vice-President, Engineering, of the American Locomotive Company, New York, will address the regular monthly meeting of the Railroadians of America on December 10, which will be held in the auditorium of the Pennsylvania Railroad Y. M. C. A., 8th Avenue and 33rd Street, New York, 7.30 p. m.

Mr. Davenport will present an informal discussion of trends in steam locomotive design. Visitors are welcome.

### R. C. C. Distribution

E. G. Buckland, president of the Railroad Credit Corporation, has announced that a liquidating distribution was made November 30, of two per cent of the R. C. C. fund as of October 31, amounting to \$1,452,551.92. Of this amount, \$1,317,663.52 was paid in cash and \$134,887.40 credited on carriers' indebtedness to the Corporation.

This brings the total amount distributed to \$66,096,903.04 or 90 per cent of the original fund contributed by carriers participating in the Marshalling and Distributing Plan, 1931. Of the total, \$37,627,000.17 has been paid in cash and \$28,469,902.87 in credits.

### Derailment Caused by Fractures Under Rail Burns

The consequences that may result from rail fractures in main line track used by fast passenger trains were indicated in the report of the Interstate Commerce Commission's investigation of a derailment on the Atlantic Coast Line at Bellbluff, Va., 14 miles south of Richmond, on October 17, which resulted in the death of one passenger and the injury of seven passengers and one employee. The fatality occurred in an Army hospital car attached to the rear of the train.

According to the report prepared under the supervision of Commissioner Patterson, the train involved—First No. 76, the north-bound "Havana Special"—was traveling at 65 or 70 m.p.h. on a 0.45 per cent descending grade on tangent double track protected by automatic block signals and an automatic train stop system. The train consisted of a locomotive, 1 baggage car, 7 coaches, 1 dining car, 1 tourist sleeping car,



2 Pullman sleeping cars, and the hospital car, in the order named.

The engine and the first eight cars were not affected by the accident, except that the rear truck of the eighth car was derailed and slightly damaged, and came to a stop with the front of the engine 2,933 ft. beyond the point of derailment. The five rear cars were derailed to the west and stopped in various positions on the roadbed between the two main tracks. The ninth and tenth cars remained coupled, as did the eleventh and twelfth cars, while the rear car came to a stop some 51 ft. back of the twelfth car and 166 ft. north of the point of derailment.

The five rear cars were badly damaged, and the floor of the thirteenth car was penetrated by a rail which passed through the front bolster and entered the front end of the car at a 45 deg. angle. All of the cars were of steel construction.

The accident occurred about 10:50 p. m., during clear weather. There was no indication of defective equipment or of any obstruction on the track, and the vision of the enginemen was not obscured nor their attention diverted prior to the accident. An automatic signal displaying proceed was passed 1,160 ft. south of the point of derailment.

At this point the track structure consisted of 100 lb. rail laid new in 1924 on 20 treated ties to the rail length, fully tie-plated, single spiked, and fitted with 4-hole continuous angle bars and 4 rail anchors per rail length. It was ballasted with crushed stone. During the preceding 30-day period this northbound track was used by a daily average of 30.86 trains. A detector car had been operated over this section on October 7, or 10 days before the accident occurred, and the rail that failed had been specifically examined at that time because of burns on the head, without any condition that would render it unsafe being discovered.

After the accident the defective rail was found broken into many pieces, of which 13 were recovered. The first break occurred between two ties at a point 14 ft. 8 in. north of the receiving end of the rail, and examination here showed a progressive detail fracture covering about 12 per cent of the cross-sectional area of the head, extending to the outside edge about  $\frac{1}{2}$  in. below the top of the rail. Evidence of oxidation indicated that this defect had developed some time prior to the accident. This fracture occurred beneath a rail burn, as did 4 other breaks in the rail. The section of whole rail remaining, which was 14 ft. 8 in. long, bore two other rail burns. This section was tested in a rail-bending machine, and breaks developed at the burns, while subsequent examination disclosed evidence of internal fractures.

The derailed train had been preceded over the track about 40 min. before the accident by a freight train consisting of a locomotive, 69 cars and caboose. This freight had been stopped at the signal 1,160 ft. south of the point of the accident because of a stop-and-proceed indication, and at the first station beyond the engineer had reported to the operator that there was no apparent cause for this restrictive indication. The signal maintainer had been notified, but the acci-

dent occurred before he could make an inspection. The commission's report suggests that the initial break in the rail occurred before the freight reached the automatic signal and that another break (also under a burn) occurred 5 ft. 11 in. further north during the passage of this train, with the result that the portion of rail between the two breaks was canted slightly outward, bringing the ragged ends at the breaks into contact sufficiently to maintain the signal circuit.

The report was made public without recommendation. It points out that the road had removed 1,278 defective rails from its system tracks during the period from September, 1942, to August, 1943, of which 135 were the result of rail burns.

### Pacific Northwest Board to Meet December 8

The Pacific Northwest Advisory Board will hold its fifty-seventh regular meeting at Longview, Wash., on December 8. H. W. Siddall, chairman of the Trans-Continental and Western passenger associations, will be the guest speaker at a luncheon to be held in co-operation with the Chamber of Commerce and the Transportation Club of Longview and the Lower Columbia Junior College.

### Would Free Farm Products from 3 Per Cent Freight Tax

A bill (H.R. 3713) to extend existing exemptions from the federal tax of 3 per cent on the transportation of property to include "the transportation of agricultural commodities, including milk and livestock, to a packing or processing plant or establishment" was introduced last week in the House by Representative Peterson, Democrat of Florida.

### Air Express Shipments

More than 1,375 tons of air express were carried by the nation's airlines in July, the air express division of Railway Express agency has reported. This is an increase of 36.6 per cent over July, 1942. Shipments rose 8.8 per cent, totaling 128,245, and gross revenue increased 12.5 per cent.

### Burlington Gets Victory Garden Award

The Chicago, Burlington & Quincy has been awarded a plaque by the National Victory Garden Institute for the part it has played in the encouragement of victory gardens. A total of 2,000 gardeners cultivated plots on Burlington property in 1943.

### 1943 Edition of Railroad Facts

The 1943 Yearbook of Railroad Information, published by the Eastern Railroad Presidents Conference, Committee on Public Relations, is now available for distribution. This 96-page booklet is in the usual form, bringing up-to-date the familiar thumbnail guide to facts regarding American railroads. Its subjects include traffic, service, operation, mileage, capitalization, earnings, purchases, revenues, employment and wages. All information has been compiled from original reports of the Interstate Commerce Commission, as well

as the Bureau of Railway Economics, Association of American Railroads. Copies may be secured by writing the Committee on Public Relations, Eastern Railroad Presidents Conference, 143 Liberty Street, New York, 6, N. Y.

### Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings:

ALLIED RAILWAY SUPPLY ASSOCIATION.—J. F. Gettrust, P. O. Box 5522, Chicago, Ill.  
AMERICAN ASSOCIATION OF FREIGHT TRAFFIC OFFICERS.—W. R. Curtis, G. M. & O. R. R., 105 W. Adams St., Chicago 3, Ill.  
AMERICAN ASSOCIATION OF GENERAL BAGGAGE AGENTS.—E. P. Soebbing, Railway Exchange Bldg., St. Louis, Mo.  
AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C. R. R. of N. Y., 143 Liberty St., New York 6, N. Y.  
AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Miss Elinor Heffern, Room 822, 310 South Michigan Ave., Chicago 4, Ill.  
AMERICAN ASSOCIATION OF RAILWAY ADVERTISING AGENTS.—E. A. Abbott, Poole Bros., Inc., 85 W. Harrison St., Chicago, Ill.  
AMERICAN ASSOCIATION OF SUPERINTENDENTS OF DINING CARS.—F. R. Berger, C. I. & L. Ry., 836 S. Federal St., Chicago, Ill.  
AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elinor Heffern, Room 822, 310 South Michigan Ave., Chicago 4, Ill.  
AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York, N. Y.  
AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—J. B. Lanctot, Canadian National Rys., St. Paul, Minn.  
AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.  
AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—Page N. Price, Norfolk & Western Magazine, Roanoke, Va.  
AMERICAN SHORT LINE RAILROAD ASSOCIATION.—J. H. Hunt, Tower Bldg., Washington, D. C.  
AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York, N. Y.  
Railroad Division.—E. L. Woodward, Railway Mechanical Engineer, 105 W. Adams St., Chicago 3, Ill.  
AMERICAN TRANSIT ASSOCIATION.—Guy C. Heckler, 292 Madison Ave., New York, N. Y.  
AMERICAN WOOD PRESERVERS' ASSOCIATION.—H. L. Dawson, 1427 Eye St., N. W., Washington, D. C. Annual Meeting, April 26, 1944, Palmer House, Chicago, Ill.  
ASSOCIATED TRAFFIC CLUBS OF AMERICA, INC.—A. S. Beery, Newsweek, Dayton, Ohio.  
ASSOCIATION OF AMERICAN RAILROADS.—H. J. Forster, Transportation Bldg., Washington 6, D. C.  
Operations and Maintenance Department.—Charles H. Buford, Vice-President, Transportation Bldg., Washington 6, D. C.  
Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.  
Operating Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.  
Transportation Section.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.  
Fire Protection and Insurance Section.—W. F. Steffens, New York Central, Room 3317, 230 Park Avenue, New York, N. Y.  
Freight Station Section.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.  
Medical and Surgical Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.  
Protective Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.  
Safety Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.  
Telegraph and Telephone Section.—W. A. Fairbanks, 30 Vesey St., New York 7, N. Y.  
Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.  
Construction and Maintenance Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.  
Electrical Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.  
Signal Section.—R. H. C. Balhiet, 30 Vesey St., New York 7, N. Y.  
Mechanical Division.—Arthur C. Brown, 59 E. Van Buren St., Chicago 5, Ill.  
Electrical Section.—J. A. Andreucetti, 59 E. Van Buren St., Chicago 5, Ill.  
Purchases and Stores Division.—W. J. Farrell (Executive Vice-Chairman), Transportation Bldg., Washington 6, D. C.  
Freight Claim Division.—Lewis Pilcher, 59 E. Van Buren St., Chicago 5, Ill.  
Motor Transport Division.—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Car Service Division.—E. W. Coughlin (Assistant to Chairman), Transportation Bldg., Washington 6, D. C.

Finance, Accounting, Taxation and Valuation Department.—E. H. Bunnell, Vice-President, Transportation Bldg., Washington 6, D. C.

Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C.

Treasury Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C.

Traffic Department.—A. F. Cleveland, Vice-President, Transportation Bldg., Washington 6, D. C.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—F. L. Johnson, Alton R. R., 340 W. Harrison St., Chicago, Ill.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—P. R. Austin, Johns-Manville Sales Corp., Merchandise Mart, Chicago, Ill.

CANADIAN RAILWAY CLUB.—C. R. Crook, 4415 Marcell Ave., N. D. G., Montreal, Que. Regular meetings, second Monday of each month, except June, July and August, Windsor Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS, MO.—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis, Mo. Regular meetings, third Tuesday of each month, except June, July and August, Hotel De Soto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—F. H. Stremmel, 6536 Oxford Ave., Chicago, Ill.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—Ralph J. Feddor, 2803 N. Campbell Ave., Chicago, Ill. Regular meetings, second Monday of each month, except June, July and August, La Salle Hotel, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO.—R. E. Mann, 1840-42 Hotel Statler, McKinley Square, Buffalo, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—H. J. Hawthorne, Union Railroad, East Pittsburgh, Pa.

EASTERN CAR FOREMAN'S ASSOCIATION.—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, March, April, May, October and November, 29 W. 39th St., New York, N. Y.

MASTER BOILER MAKERS' ASSOCIATION.—A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Ben Smart, 7413 New Post Office Bldg., Washington, D. C.

NATIONAL ASSOCIATION OF SHIPPERS ADVISORY BOARDS.—C. J. Goodyear, 725 Reading Terminal, Philadelphia 5, Pa.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—Edward F. Lacey, Suite 450, Munsey Bldg., Washington 4, D. C. Annual meeting, November, 1944, Hotel Pennsylvania, New York, N. Y.

NATIONAL RAILWAY APPLIANCE ASSOCIATION.—C. H. White, Room 1826, 208 S. La Salle St., Chicago, Ill.

NEW ENGLAND RAILROAD CLUB.—W. E. Cade, Jr., 683 Atlantic Ave., Boston, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB.—D. W. Pye, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y. Annual dinner December 9, 1943, Hotel Commodore, New York, N. Y.

NORTHWEST CARMEN'S ASSOCIATION.—E. N. Myers, Minnesota Transfer Ry., St. Paul, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

PACIFIC RAILWAY CLUB.—William S. Wollner, P. O. Box A, Sausalito, Cal. Regular meetings, second Thursday of each alternate month, at Palace Hotel, San Francisco, Cal., and Hotel Hayward, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago, Ill.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 308 Keenan Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.—I. McC. Price, Allen-Bradley Company, 624 W. Adams St., Chicago 6, Ill.

RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION.—T. Duff Smith, Room 811, Utilities Bldg., 327 S. La Salle St., Chicago, Ill.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.—J. D. Conway, 308 Keenan Bldg., Pittsburgh, Pa.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Telegraph and Telephone Section of A. A. R.

RAILWAY TIE ASSOCIATION.—Roy M. Edmonds, 610 Shell Bldg., St. Louis 3, Mo. Annual meeting, May 16-17, 1944, Netherland Plaza Hotel, Cincinnati, O.

ROADMASTERS' AND MAINTENANCE OF WAY ASSOCIATION.—Miss Elinor Heffern, Room 822, 310 S. Michigan Ave., Chicago 4, Ill.

SIGNAL APPLIANCE ASSOCIATION.—G. A. Nelson,

Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A. A. R. Signal Section.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—D. W. Brantley, C. of Ga. Ry., Savannah, Ga.

TORONTO RAILWAY CLUB.—D. M. George, P. O. Box 8, Terminal "A," Toronto, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

TRACK SUPPLY ASSOCIATION.—Lewis Thomas, O. and C. Company, 59 E. Van Buren St., Chicago 5, Ill.

UNITED ASSOCIATIONS OF RAILROAD VETERANS.—Roy E. Collins, 112 Hatfield Place, Port Richmond, Staten Island, N. Y.

WESTERN RAILWAY CLUB.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago, Ill. Regular meetings, third Monday of each month, except January, June, July, August and September, Hotel Sherman, Chicago, Ill.

## Construction

CHESAPEAKE & OHIO.—This company has applied to the Interstate Commerce Commission for authority to extend its Hominy Creek subdivision 4 miles further in Greenbrier County, W. Va., in order to reach an undeveloped coal area.

CHICAGO, NORTH SHORE & MILWAUKEE.—Three contracts have recently been awarded by this road for work on the \$742,000 improvement program reported in the *Railway Age* of July 10, page 76. One has gone to the Herlehy Mid-Continent Company, Chicago, for ballasting and surfacing, drainage work, cut widening and some rail laying in the territory between North Chicago Junction, Ill., and Milwaukee, Wis. Another went to Henry Danishefsky, Milwaukee, for bridge and culvert improvement work, including work on the piers and abutments of the Kinnickinnic and Root river bridges; while the third was awarded the Monroe Electric Company, Chicago, for cleaning and painting the steel catenary system, including catenary bridges. This latter contract also covers any needed wire repairs.

CHICAGO & NORTH WESTERN.—This road has awarded a contract, amounting to \$92,000, to the J. T. McCarthy Company, Davenport, Iowa, for reconstruction of Bridge No. 412 at Montour, Ia.

CHICAGO & NORTH WESTERN.—This road has recently awarded two contracts to Henry Danishefsky, Milwaukee, Wis., as follows: One, amounting to \$40,000, for paving the passenger station platforms and track area at Milwaukee, and the other, amounting to \$56,000, for the construction of buttress facing walls of concrete and the erection of a tie bar anchorage on Bridge No. 2415 at Butler, Wis.

CHICAGO & NORTH WESTERN.—This road has awarded a contract, amounting to \$125,000, to the Inland Construction Company, Omaha, Neb., for the construction of a 3-mile connection between the North Western at Shoshoni, Wyo., and a point on the Chicago, Burlington & Quincy east of Bonneville, Wyo., to permit coordination with the Burlington and the abandonment of approximately 87 miles of North Western trackage between Ilco, Wyo., and Shoshoni. Materials for this will be furnished by the North Western.

MISSOURI-KANSAS-TEXAS.—A contract for approximately \$35,000 has been awarded the Austin Bridge Company, Dallas, Tex., for the reconstruction of two piers and repairs to two other piers in the Colorado River bridge at Bastrop, Tex. This bridge will be rehabilitated at a total estimated cost of \$104,100, of which the estimated cost of the substructure work is \$62,000, including materials furnished by the railroad company.

WAR DEPARTMENT.—The U. S. Engineer office, Los Angeles, Cal., has awarded a contract, amounting to \$10,785, to H. B. Nicholson, Los Angeles, for the construction of additional facilities in California.

## Equipment and Supplies

### Early End to Composite-Type Car Building Expected

While there has been no official announcement, inquiries in Washington, D. C., have elicited assurances that the War Production Board will approve the construction of all-steel freight cars beginning with the second quarter of 1944, thus abandoning its practice of insisting that railroads order composite-type cars. As previously reported in this column, the railroads' claimant agency, the Office of Defense Transportation, has urged this course upon the W.P.B. Requirements Committee. It is understood that the development of relatively easier steel supplies concurrently with increasing scarcities of lumber and manpower has entered into the consideration given the O.D.T. proposal.

### LOCOMOTIVES

The CHICAGO & NORTH WESTERN has ordered three 44-ton Diesel-electric locomotives of 380 hp. each from the Whitcomb Locomotive Company. War Production Board approval has been received.

The ST. LOUIS SOUTHWESTERN has ordered three Diesel-electric switching locomotives of 1,000 hp. each from the Baldwin Locomotive Works, subject to War Production Board approval.

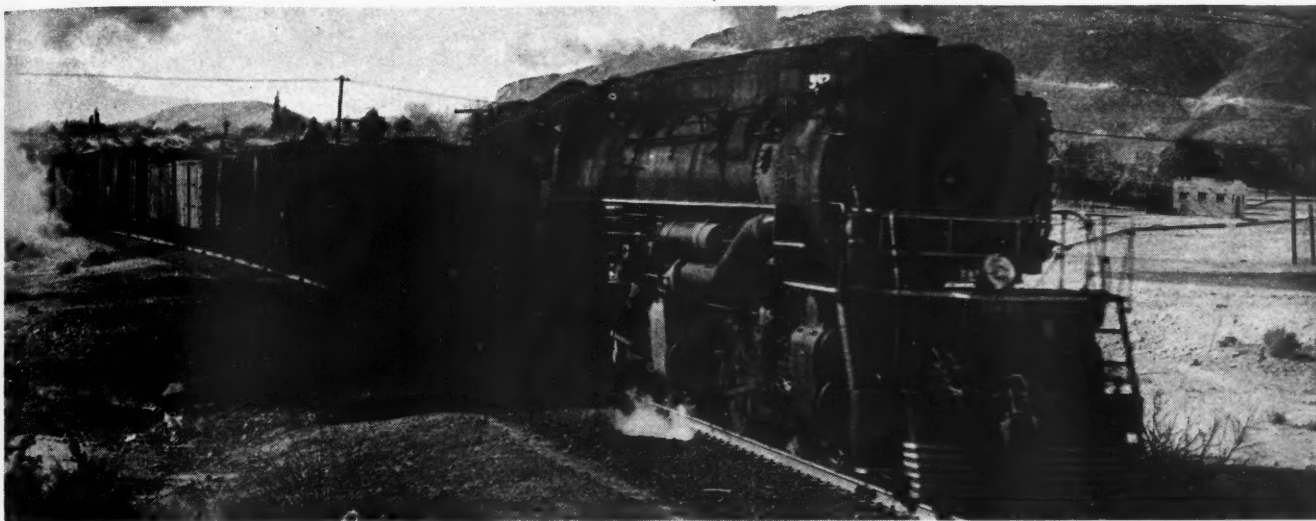
The WESTERN MARYLAND has placed orders for six Diesel-electric switching locomotives of 1,000 hp. each, allocating three to the American Locomotive Company and three to the Baldwin Locomotive Works.

### FREIGHT CARS

The NEW YORK, NEW HAVEN & HARTFORD has ordered 50 27-ft. steel caboose cars from the Pullman-Standard Car Manufacturing Company.

The OLIVER IRON MINING COMPANY has ordered 50 31-ft. 7-in. steel air-dump cars from the Austin-Western Road Machinery Company.





## SERVING TO THE UTMOST



Over its 15,000 miles of line from New Orleans to Oregon, bucking the snows of the Donner Summit or driving through the grilling heat of the Salton Sea, the Southern Pacific is totally mobilized for war. Serving more military and naval establishments than any other railroad, and converging as it does upon the Pacific Coast—our springboard against Japan—the war trains must go through!

How successfully they are going through is shown in three sentences taken from this road's Annual Report, dated February 18th, 1943: "The net ton-miles of revenue freight car-

ried increased 45.60%, compared with 1941. Revenue passenger-miles increased 109.54%.... Despite many operating difficulties, the traffic was moved without widespread congestion or prolonged delays."

Through recent years we have been privileged to supply to the Southern Pacific a number of Lima-built Super Power Steam Locomotives. Handled with typical Southern Pacific operating skill, these modern locomotives are now serving their road and their country to the utmost.

LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

## Supply Trade

**Dr. William G. Theisinger** has been appointed assistant to the vice-president of the **Lukens Steel Company**, Coatesville, Pa.

**T. M. George** has been placed in charge of transportation publicity by the **General Electric Company**. His headquarters are located at 2901 East Lake Road, Erie, Pa.

The **Independent Pneumatic Tool Company** has been awarded a second star to add to its Army-Navy "E" flag in recognition of continued conspicuous production achievement.

**C. A. Church**, formerly in charge of transportation publicity for the **General Electric Company**, has been appointed supervisor of publicity for the Erie, Pa. works of that company.

**J. H. Hamilton**, former sales agent for the National Cash Register Company, has been appointed sales representative in the San Francisco, Calif., territory, for the **Gould Storage Battery Corporation**.

**E. L. Huff**, formerly electrical engineer at the Brackenridge, Pa., plant of the **Allegheny Ludlum Steel Corporation**, has been appointed chief engineer of all the company's plants.

**C. F. Lloyd**, manager of the central station and transportation departments of the **Westinghouse Electric & Manufacturing Co.**, has been appointed manager of the company's general contract department and **Tomlinson Fort**, formerly assistant to Mr. Lloyd, has been appointed manager of the central station department.

**Alvin A. Borgading**, purchasing agent for the **American Car & Foundry Co.**, whose election as a vice-president, at a meeting of the board of directors on November 18, was reported in the *Railway Age*



**Alvin A. Borgading**

of November 27, has been associated with a.c.f. since 1907 when he began work in the company's St. Louis, Mo., office. He transferred to the New York office as buyer for the purchasing department in 1918, and was appointed chief clerk of the purchasing

department in 1923. He was made assistant to the purchasing agent in 1939 and appointed general purchasing agent of a.c.f. in December, 1942.

**Edmund Dana Campbell**, general mechanical engineer, who was also elected a vice-president of a.c.f., was graduated from Pennsylvania State College with a degree in mechanical engineering in 1903 and received a master's degree from that college in 1907. He served a short apprenticeship in the company's steel car shops at Berwick, Pa. and from 1905 to 1908, worked in the engineering department at the Berwick plant and later at Milton, Pa., and in New York. He was transferred to the chief mechanical engineer's office at St. Louis in 1909 and continued there until May, 1917. During the first world war, he was commissioned a captain in the engineers officers reserve corps and later assigned to the engineering division of the Ordnance department in Washington, D. C. He was promoted to major in May, 1918, and commissioned a lieutenant-colonel in the Ordnance reserve



**Edmund Dana Campbell**

corps in 1919. He rejoined a.c.f. as assistant engineer in the New York office in 1919 and returned to St. Louis to organize the mechanical department in 1920. He was promoted to assistant general mechanical engineer with headquarters at Berwick in 1933, and appointed general mechanical engineer with headquarters at New York in 1938.

**John A. V. Scheckenbach**, assistant vice-president in charge of operations, who was elected a vice-president, is a graduate mechanical engineer of Polytechnic, Germany, and received his earlier education in European schools. He joined the American Car & Foundry Co. in 1909 as construction engineer in the field and, from 1911 to 1929, was in charge of all improvements and new construction in a.c.f. plants. During the first world war, he was appointed supervisor and consulting engineer in the construction of shell plants for the company and its affiliates. He traveled extensively throughout Europe for the company during 1925-26. He was appointed assistant vice-president in charge of operations in May, 1929. When a.c.f. took over the American Welding Company in May, 1939, he was elected a vice-president in charge of production of forge welded vessels and containers.

**R. A. Williams**, district sales manager at the Cleveland, Ohio, office, also elected a vice-president at the meeting, studied railway mechanical engineering at Pennsylvania State College and Washington University, St. Louis, Mo. He joined



**John A. V. Scheckenbach**

the estimating and engineering department of the company's St. Louis office in 1924 and was transferred to the St. Louis sales department as sales engineer in 1928. He was appointed district sales manager of the Cleveland office in June, 1936. While remaining in charge of that office he has worked directly with the army transportation corps in Washington on the sale of railroad cars for service here and abroad.



**R. A. Williams**

He will make his new headquarters in New York as assistant to the vice-president in charge of sales.

## OBITUARY

**Morris H. Knudsen**, chairman of the board of the Morrison Knudsen Construction Company, died in San Diego, Cal., on November 19.

**D. W. McNaugher**, vice president and treasurer, Robert W. Hunt Company, with headquarters in Pittsburgh, Pa., and one of the original partners in the organization of this company, died in Pittsburgh on November 24.



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1943

# FREIGHT TRAINS *25% HEAVIER*



With wartime net ton-miles running some 25% above those of a year ago — and 130% above pre-war figures — those railroads with Booster equipped locomotives are enjoying convincing evidence of their ability to handle heavy loads under difficult conditions. The Locomotive Booster adds the equivalent in tractive effort of another driving axle to aid in starting and accelerating heavy loads and to help on grades and in tight places.



## FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK

CHICAGO

*In Canada:* FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

December 4, 1943

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# Financial

**ALLEGHANY CORPORATION.—Acquires Aircraft Stock.**—The Alleghany Corporation has acquired all of the common stock of the General Aircraft Corporation. The aircraft company is reported to be the country's second largest manufacturer of gliders, and has substantial contracts for freight and troop transports from the army.

**BALTIMORE & OHIO.—Merger of Subsidiaries.**—The Staten Island Rapid Transit has applied to the Interstate Commerce Commission for authority to acquire by merger the Staten Island, and to purchase the properties of the Baltimore & New York. The three companies are controlled by the Baltimore & Ohio through stock ownership, and the purpose of the transaction is to effect simplification of the system capital structure and eliminate certain expenses.

The Rapid Transit proposes to issue \$911,800 par value of its stock in exchange for \$1,050,000 par value of Staten Island stock and \$224,800 par value of its stock in exchange for \$350,000 of B. & N. Y. stock. In addition, it would assume outstanding indebtedness of the latter company, which would be liquidated.

**BALTIMORE & OHIO.—Asks Equipment Trust Bids.**—On November 30, the B. & O. requested bids on \$3,097,000, principal amount, of its equipment trust certificates, series M. This is the last installment of equipment trust certificates, totaling \$10,760,000, issuable by the Girard Trust Company, as trustee under an agreement and lease of railroad equipment (Philadelphia Plan) dated May 1, 1943. Proceeds of this equipment trust are being applied to purchase three 5,400-hp. Diesel-electric freight locomotives from the Electro-Motive Corporation; fifteen 1,000-hp. Diesel-electric switching locomotives, eight from the Baldwin Locomotive Works and seven from the American Locomotive Company; one 500-hp. Diesel-electric switching locomotive from the General Electric Company; 20 Mallet steam freight locomotives from the Baldwin Locomotive Works; and 965 50-ton composite hopper cars from the Bethlehem Steel Company. Of this equipment, the three 5,400-hp. Diesel freight locomotives, the fifteen 1,000-hp. Diesel switching locomotives, and 525 of the hopper cars have already been delivered.

**CENTRAL OF GEORGIA.—Equipment Notes.**—Division 4 of the Interstate Commerce Commission has authorized this road to issue \$1,243,512 of promissory notes in evidence of the unpaid portion of the purchase price of equipment bought under conditional sales contracts, the notes to be sold at \$1,255,253 to the Guaranty Trust Co. of New York, on which basis the average annual cost to the road will be 1.45 per cent. The road's original application in this proceeding proposed an issue of \$1,301,400 of notes, but it was later amended to the amount approved. The transaction will enable it to purchase equipment at a total cost of about \$2,072,520.

It was pointed out that the road has on

hand, after allowing for all anticipated requirements, including some \$2,761,326 to be applied to the 1944 rehabilitation and improvement program, a cash balance of \$4,593,597. It has elected to conserve this cash reserve, however, because considerable sums will be required to put into effect a reorganization plan which will be filed soon, particularly in completing the purchase of certain essential terminal properties in Savannah, Ga., now rented from the Ocean Steamship Co.

**CHICAGO, BURLINGTON & QUINCY.—New Director Elected.**—H. M. Bushnell, president of the United States National Bank of Omaha, Omaha, Neb., was elected a director of this road at a stockholders' meeting in Chicago on November 24.

**DELAWARE, LACKAWANNA & WESTERN.—New York, Lackawanna & Western Merger.**—The D., L. & W. and its leased line, the N. Y., L. & W., have signed a merger agreement which will be submitted to the Interstate Commerce Commission for authorization and to stockholders of the two companies for approval. The proposed merger is designed to settle litigation over the question of whether the D., L. & W. or holders of the leased line stock are liable for federal income tax payments on dividends or interest paid to leased line stockholders. (See *Railway Age* of June 26, page 1283.)

**FLORIDA EAST COAST.—Reorganization Hearing.**—The Interstate Commerce Commission, Division 4, has cancelled the public hearing in the reopened Finance Docket No. 13170 proceeding which was set for December 15. This hearing has been reasigned for January 17, 1944, at Washington, D. C., before Oliver E. Sweet, director of the commission's Bureau of Finance, at which time modifications of or alternatives to the commission's plan for this road's reorganization will be considered.

**LOUISIANA & ARKANSAS.—Trackage Rights.**—Division 4 of the Interstate Commerce Commission has authorized this road to operate under trackage rights for 1.55 miles within the switching district of Shreveport, La., over the second of two tracks of the Vicksburg, Shreveport & Pacific.

**MAINE CENTRAL.—Acquisition.**—Division 4 of the Interstate Commerce Commission has authorized this road to acquire the properties of the Portland & Ogdensburg, controlled through ownership of 89.42 per cent of its outstanding stock, and to assume the subsidiary's remaining indebtedness. The transaction is expected to result eventually in the liquidation of the subsidiary company, and meanwhile to effect a simplification of capital structure and a reduction in tax liabilities. Minority stockholders will receive \$18.75 per share in cash for their equity, so that the total cost to the road will be about \$87,089.

**MINNEAPOLIS & ST. LOUIS.—Trackage Rights.**—The Minneapolis & St. Louis Railroad has applied to the Interstate Commerce Commission for authority to operate under trackage rights over the line of the Minneapolis & St. Louis Railway from

Hopkins, Minn., to Minneapolis, and over certain trackage of the Great Northern at its Minneapolis passenger terminal. The agreement would apply to 8.57 miles of M. & St. L. line and 1.46 miles of the Great Northern.

**PENNSYLVANIA.—Merger of Subsidiaries.** This company has been authorized by Division 4 of the Interstate Commerce Commission to acquire control of the Little Miami through ownership of capital stock, and the Little Miami has been authorized to acquire by merger the Columbus & Xenia and to purchase the properties of the Dayton & Western. The two last named companies will be dissolved, and simplification of capital structure will be effected, while at the same time annual tax savings estimated to amount to \$100,000 will result. The P. R. R. system lines have held about 40 per cent of the Little Miami's stock, and will increase their interest as a result of this transaction.

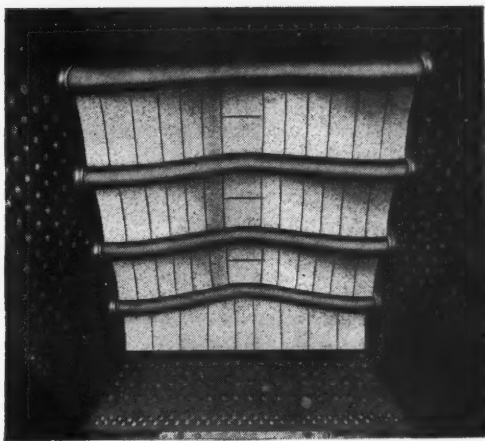
To effect the merger, the Little Miami has been authorized to issue \$1,786,200 of capital stock to be exchanged share for share for C. & X. stock. An accompanying application of the Pennsylvania for authority to assume liability for this stock issue, as lessee, was dismissed for want of jurisdiction. All the properties involved have been operated by the parent road under long term leases.

**PERE MARQUETTE.—Preferred Stock Dividend Statement.**—Following a meeting of the Pere Marquette's board of directors, on November 30, Robert J. Bowman, president, declared that no dividends would be paid on the railroad's preferred stock this year. He pointed out that the railroad was engaged in a debt reduction program and would continue this policy, as funds became available, for the purpose of strengthening its credit. "The fact that since October, 1942, \$8,461,700 par value, or 13.11 per cent of the company's first mortgage bonds, principally the 1956 maturities, have been purchased, the cost of which amounted to approximately the aggregate net income of the Company for the year 1942 and the first three quarters of 1943, evidences the vigorous effort made thus far in carrying out that program. These first mortgage bonds are still selling in the open market at substantial discounts which makes a refunding operation impossible at this time. Therefore, the purchase program inaugurated in October 1942 must be continued until the company's credit is re-established."

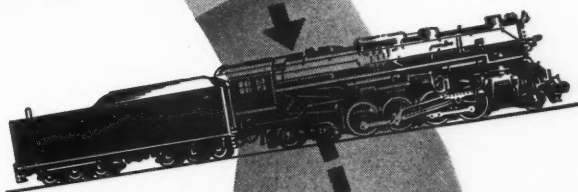
**SOUTHERN PACIFIC.—Joint Operation.**—This company's wholly-owned subsidiary, the Pacific Electric, has been authorized by Division 4 of the Interstate Commerce Commission to operate under trackage rights over the parent company's line between Baldwin Park, Calif., and Lone Hill, 7.49 miles, in order to avoid running steam-operated freight trains through a city street at Covina.

**SOUTHERN.—Leased Line Refinancing.**—Division 4 of the Interstate Commerce Commission has authorized this road and the Atlanta & Charlotte Air Line, lessor,





**TAKE THIS STEP**



**FOR COAL CONSERVATION**

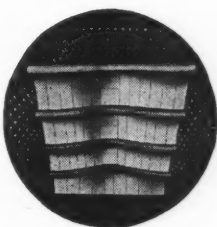


Coal on the tender represents not only certain dollars of expense but priceless man hours as well. Therefore, its careful conservation is a wartime duty

A generation of railroad men have learned that Security Sectional Arches are easy on the coal pile. A complete arch in every locomotive firebox is a fundamental step towards fuel conservation.

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REFRACTORIES CO.**

**Refractory Specialists**



**AMERICAN ARCH CO.  
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**Locomotive Combustion  
Specialists**

to assume liability for interest and sinking fund payments on and to issue, respectively, \$15,000,000 of first mortgage 3¾ per cent bonds, due in 20 years. This issue has been sold through competitive bidding to Halsey, Stuart & Co. at 99.039, making the annual average cost to the road 3.82 per cent. In addition the Air Line has been authorized to issue and deliver to the Southern \$7,850,000 of second mortgage 3¾ per cent bonds, in payment for advances of \$5,000,000 to retire outstanding bonds and \$2,850,000 for sinking fund payments. The second mortgage bonds will be issued in the amount of \$5,000,000 initially, and additional amounts will be issued as advances are made for the first mortgage sinking fund.

The proceeds of the new issues are to be used to retire \$5,500,000 of 4½ per cent series A and \$14,500,000 of 5 per cent series B first mortgage bonds of the Air Line maturing on July 1, 1944, and the average annual interest charges will be reduced about \$460,500.

In a concurring report Commissioner Porter took the position that the new issue should not have been sold for less than par. The issuing companies, he says, should have made "further exploration of all phases of the market" rather than accept the highest bid received through the competitive bidding process in this instance.

Pointing out that the new issue constitutes an exclusive prior lien on an "indispensable part" of the Southern's main line, that is the portion between Charlotte, N. C., and Atlanta, Ga., Commissioner Porter compares the terms obtained through competitive bidding in this case with the terms obtained by the Pennsylvania through private negotiations in two transactions recently approved by the division. One of these, the \$28,483,000 first and refunding 3¾ per cent mortgage of the Pennsylvania, Ohio & Detroit, guaranteed by the P. R. R., was sold at an effective annual cost of 3.73 per cent, as compared to 3.82 per cent for the Air Line's issue, though it is secured "by a lien shared with other issues on a line of railroad not indispensable to the principal main lines" of the system. The other issue guaranteed by the Pennsylvania is that of \$12,929,000 of Philadelphia, Baltimore & Washington general mortgage 3 per cent bonds, sold at par, where again the security is a lien shared equally with other issues, though it does involve "an indispensable part of the main line." The terms thus realized from private negotiation appear even more favorable, the concurring opinion points out, when consideration is given to the 20-year term of the Air Line's issue as compared with the 25-year term of the P. O. & D. and 35-year term of the P. B. & W. issues.

**SPRINGFIELD & SOUTHWESTERN.—Stock.**—This road has applied to the Interstate Commerce Commission for authority to issue 885 shares of common stock of a par value of \$100 each. Part of the issue would be delivered to the road's president, Joseph J. Biunno, in reimbursement for \$38,000 in cash advances, while proceeds of the remainder would provide funds for improvements, additions, and betterments.

**UNION PACIFIC.—Acquisition.**—This road and its lessor, the Oregon-Washington Railroad & Navigation, have applied to the Interstate Commerce Commission for authority to acquire joint possession and use in common with the Northern Pacific of an additional half-mile of the latter's so-called American Lake line in Pierce County, Wash.

**WABASH.—Promissory Notes.**—Division 4 of the Interstate Commerce Commission has authorized this road to issue \$230,303 of promissory notes as evidence of, but not in payment for, the unpaid indebtedness on certain conditional sale and lease contracts for the purchase of equipment, in order that tax savings may be effected.

### Average Prices Stocks and Bonds

	Nov. 30	Last week	Last year
Average price of 20 representative railway stocks..	33.62	35.20	28.25
Average price of 20 representative railway bonds..	78.53	79.05	67.03

### Dividends Declared

Alabama Great Southern.—Ordinary, \$4.50, payable December 24 to holders of record December 4.  
 Albany & Susquehanna.—\$3.80, payable January 3, 1944, to holders of record December 15.  
 Atchison, Topeka & Santa Fe.—\$1.50, payable March 1, 1944, to holders of record January 28, 1944.  
 Atlanta, Birmingham & Coast.—5% preferred, \$2.50, semi-annually, payable January 1 to holders of record December 13.  
 Beech Creek.—50¢, quarterly, payable January 3 to holders of record December 10.  
 Chesapeake & Ohio.—75¢, payable January 1, 1944, to holders of record December 10.  
 Chicago, Burlington & Quincy.—\$3.00, year-end, payable December 23 to holders of record December 13.  
 Erie & Pittsburgh.—37½¢, quarterly, payable December 10 to holders of record November 30.  
 Illinois Central.—Leased Lines, 4% guaranteed, \$2.00, semi-annually, payable January 3, 1944, and July 1, 1944, to holders of record December 11 and June 10, 1944, respectively.  
 Kansas City Southern.—Preferred, \$2.00, payable December 23 to holders of record December 9.  
 Salt Lake & Utah.—7% non-cum. preferred, \$7.00, payable December 15 to holders of record December 1.

### Committees Named to Discuss Chesapeake & Ohio Merger

Directors of the Chesapeake & Ohio, the New York, Chicago & St. Louis and the Pere Marquette, at regular meetings held in Cleveland on November 30, appointed sub-committees for the purpose of "examining into the relative values of the various outstanding classes of securities of the four railroads, Chesapeake & Ohio, Nickel Plate, Pere Marquette and the Wheeling & Lake Erie, giving consideration to their past and future earnings prospects, their past market prices, and all other pertinent factors; and considering ways and means of bringing about partial or complete unification of the four properties."

The committees appointed by the boards are as follows: For the Chesapeake & Ohio, Robert R. Young, chairman of the board, Carl E. Newton, president, and Howell B. Erminger, Jr.; for the Nickel Plate, John W. Davin, president, James M. Nicely, and Samuel L. Fuller; and for the Pere Marquette, Robert J. Bowman, president, Walter S. McClucas, and John E. Dwyer. The joint statement by the boards announced that William M. Duncan, chairman of the Wheeling & Lake

Erie, has indicated his intention to consult with the committees and carry on similar studies on behalf of that railroad. The committees in turn will invite certain large stockholders of the various properties to work with them as separate committees on behalf of the stockholders.

## Abandonments

**INTERNATIONAL-GREAT NORTHERN.**—This road, controlled by the Missouri Pacific through stock ownership, has been authorized by Division 4 of the Interstate Commerce Commission to abandon a branch from Navasota, Tex., to Madisonville, 44.7 miles, jurisdiction being reserved for 2 years for the protection of employees adversely affected.

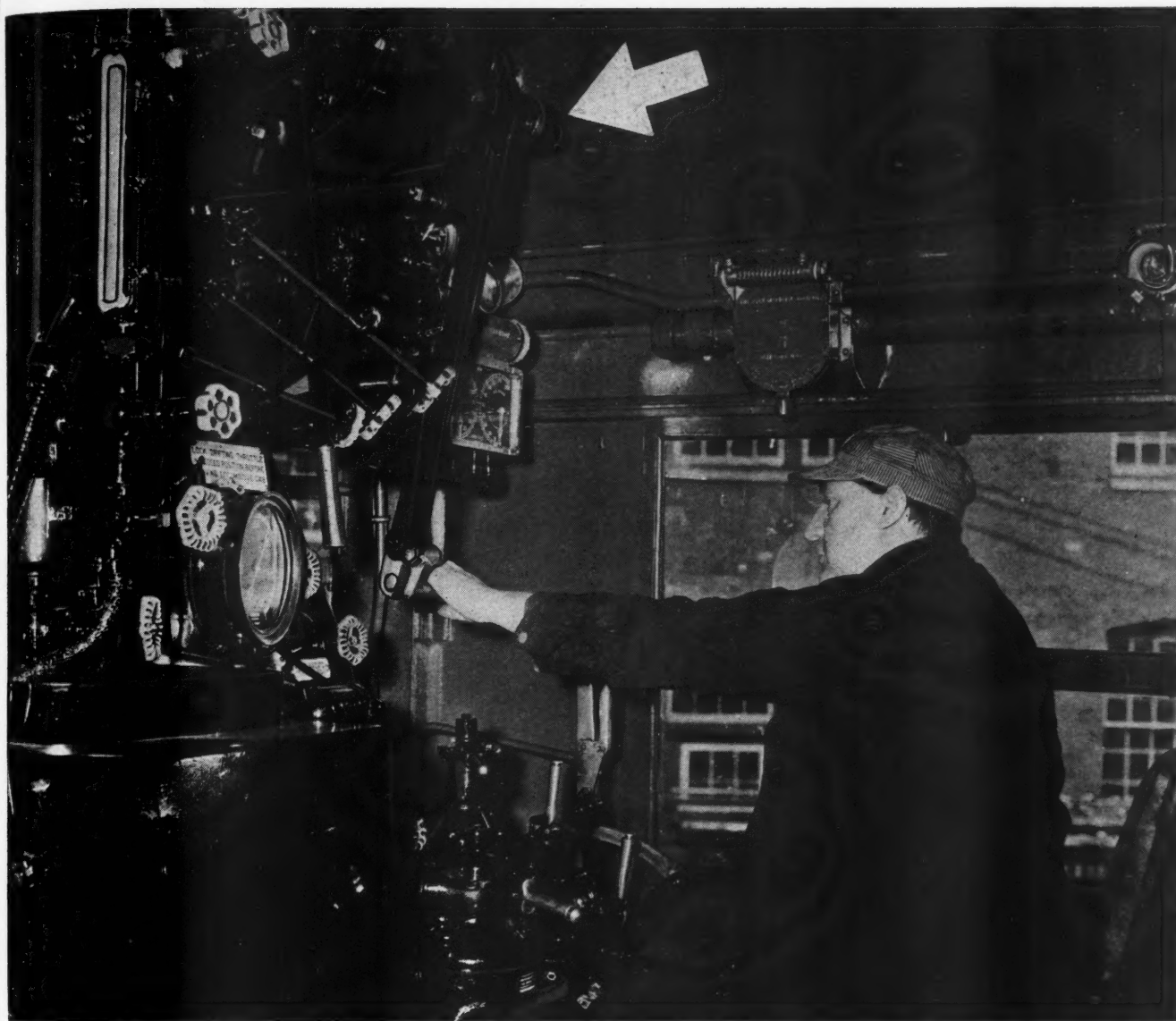
**LOUISIANA & ARKANSAS.**—In a proposed report in Finance Docket No. 14281 Examiner R. Romero has recommended that the Interstate Commerce Commission deny this road's application for authority to abandon its line from St. Francisville, La., to Angola, 19.62 miles, on the ground that the proposed substitute motor service would not be able to serve the tributary area under existing conditions.

**MINNEAPOLIS, ST. PAUL & SAULT STE MARIE.**—This road and the Wisconsin Central have applied to the Interstate Commerce Commission for authority to abandon 76.9 miles of line in Wisconsin, including the 69.2-mile Portage branch from Stevens Point to Portage and the 7.7-mile Montello branch from Packwaukee Junction to Montello.

**MISSOURI PACIFIC.**—In a proposed report in Finance Docket No. 14273 Examiner Jerome K. Lyle has recommended that the Interstate Commerce Commission authorize this road to abandon its line from Sedalia, Mo., to Warsaw, 42 miles, reserving jurisdiction for the usual two-year period for the protection of any employees adversely affected. The report pointed out that the record gave no indication of substantial improvement in earnings to offset the recent history of operating losses. Referring to local contentions that it should not be abandoned in the face of probable difficulties in maintaining truck transportation, the examiner said, "Although a truck shortage has been threatened in this territory, as elsewhere, ever since the war began, no concerted effort has been made to conserve trucking facilities by restoring traffic to the railroad."

**NEW YORK CENTRAL.**—Division 4 of the Interstate Commerce Commission has authorized this company and the West Shore, lessor, to abandon operation of and to abandon, respectively, a portion of a branch from Oran, N. Y., to Cazenovia, 5.7 miles. The effective date of the accompanying certificate was fixed at April 30, 1944, so that service can be continued through the winter to a coal dealer served by the line.





## AN Improved THROTTLE LEVER ASSEMBLY

- 1 — Large teeth, staggered on a double quadrant, combine durability with fine throttle adjustment.
- 2 — Easy to apply.
- 3 — Easy to operate.
- 4 — Compact.

The improved American throttle lever is designed for compactness. It is ruggedly constructed and is particularly adaptable to outside dome or front end throttle connections.

Specify this throttle lever assembly.

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# Railway Officers

## EXECUTIVE

**Jesse L. McKee**, assistant vice-president and general manager of the New York Central System (Michigan Central), with headquarters at Detroit, Mich., has been promoted to vice-president and general manager, with the same headquarters. **F. F. Riefel**, assistant vice-president and general manager of the New York Central, lines west of Buffalo, has been advanced to vice-president and general manager, with headquarters as before at Cleveland, Ohio. **Gustav Metzman**, assistant vice-president and general manager of the New York Central System (Big Four), with headquarters at Cincinnati, Ohio, has been promoted to vice-president and general manager, with the same headquarters.

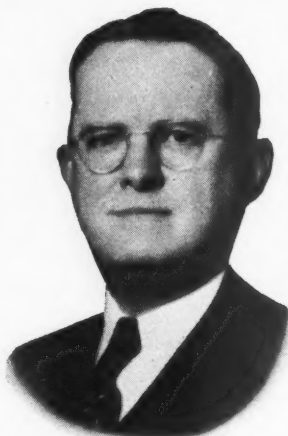
Mr. McKee was born at Constantine, Mich., on June 8, 1881, and entered railway service in 1900 with the Atchison,



**Jesse L. McKee**

Topeka & Santa Fe, serving as an express messenger at Silver City, N. M., and a chairman at Bliss, Okla. In November, 1901, he went with the Lake Shore & Michigan Southern (now part of the New York Central) as a yard bill clerk at Elkhart, Ind., later serving as freight brakeman, switch tender and switchman. On October 25, 1907, Mr. McKee went with the Michigan Central as assistant yard master at Windsor, Ont., where he was promoted to yardmaster the following year and thence to general yardmaster on May 1, 1910. Later Mr. McKee served successively in the same position at St. Thomas, Ont., Victoria, and the Detroit terminal. In 1912, he was further advanced to trainmaster, with headquarters at Detroit, being transferred a few months later to St. Thomas, where, in November, 1914, he was advanced to superintendent. In September, 1916, he returned to Detroit in the same capacity and after a year at that point he left the Michigan Central to enter the service of the Delaware, Lackawanna & Western as superintendent at Buffalo, New York. He returned to the Michigan Central in April, 1918, as assistant general superintendent,

with headquarters at Detroit, being advanced to general superintendent at that point two years later and to assistant general manager, with the same headquarters, in September, 1930. Two years later, Mr. McKee was appointed assistant vice-president of the New York Central at Chicago, and in October, 1937, he was appointed assistant vice-president and general manager



**Gustav Metzman**

of the Michigan Central at Detroit, which position he held until his recent promotion.

Mr. Metzman was born at Baltimore, Md., on June 23, 1886, and entered railway service with the Baltimore & Ohio on June 3, 1903, serving in various positions. He was supervisor of transportation with the Eastern Freight Accumulation Conference from March 18 to July 1, 1916, and from the latter date until February 1, 1917, he was supervisor of transportation with the Eastern President's Conference. He then became supervisor of passenger transportation of the B. & O. Mr. Metzman was on the staff of the Regional director, Eastern region, United States Railroad Administration from January 1, 1918, until February 1, 1920, at which time he was appointed chief car distributor of the B. & O. On March 16, 1920, Mr. Metzman entered the service of the New York Central as transportation assistant to the senior vice-president. He was promoted to the position of transportation assistant to the president on March 1, 1922, and on January 1, 1929, he was advanced to manager of freight transportation, with headquarters at New York. On February 1, 1940, he was promoted to assistant vice-president, with headquarters at Chicago, and in March, 1942, he was appointed chief of the Rail division, Transportation corps of the War Department at Washington. In August, 1942, Mr. Metzman returned to the New York Central as assistant vice-president and general manager of the Big Four, which position he held until his recent promotion.

Mr. Riefel entered railway service on January 28, 1892, as an office boy on the New York Central at Buffalo, N. Y., and was later promoted successively to telegraph operator, train dispatcher, chief dispatcher, assistant trainmaster, trainmaster and assistant superintendent. In 1912, he was promoted to superintendent of telegraph, with headquarters at Cleveland, and in 1915, he was advanced to superintendent of the Detroit division, with headquarters at Detroit,

Mich. Mr. Riefel was further promoted to general superintendent, with headquarters at Chicago, in 1926, to assistant vice-president, with the same headquarters in 1937, and to assistant vice-president and general manager of the lines west of Buffalo in January, 1940, which position he held until his recent promotion.

## FINANCIAL, LEGAL AND ACCOUNTING

**Chauncey W. Copeland** has retired from the dual position of assistant treasurer of the New England Transportation Company and the Boston Railroad Holding Company (both subsidiaries of the New York, New Haven & Hartford).

**W. W. Boyd**, senior solicitor of the Canadian National with headquarters at Montreal, Que., has been appointed general solicitor of that road. **A. K. Dysart**, assistant commission counsel at Montreal, and **N. J. MacMillan**, solicitor at Winnipeg, Man., have been appointed assistant general solicitors. All three officers have their headquarters at Montreal. Mr. Boyd,



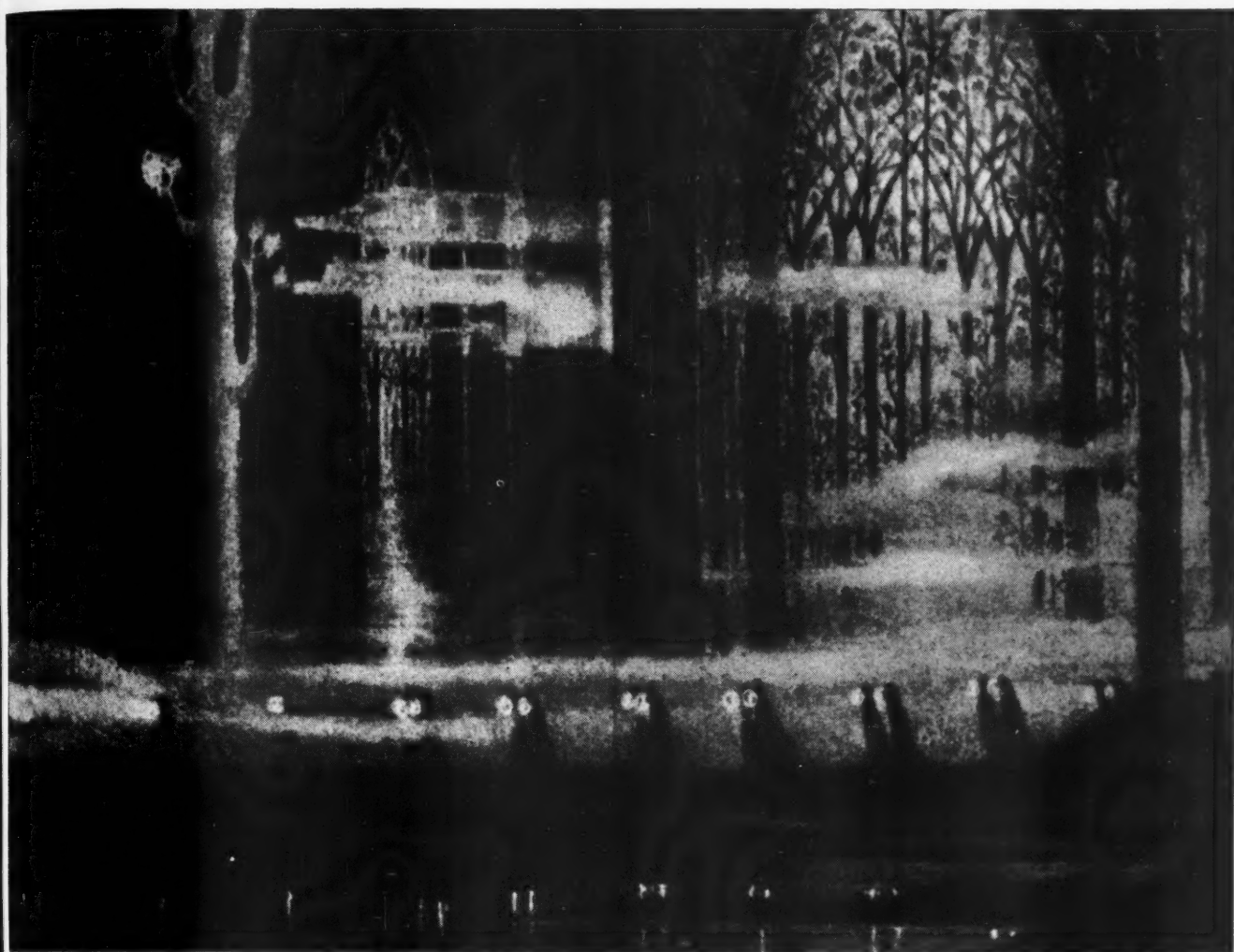
**W. W. Boyd**

who was born at Bobcaygeon, Ont., was graduated from McGill University at Montreal in 1912. After studying at Osgoode Hall, Toronto, Ont., he was admitted to the Bar of Upper Canada in 1918. Previous to World War I he obtained considerable practical experience in railway construction work, surveying and timber cruising. In August, 1915, he enlisted in the Canadian Field Artillery, serving in France as a captain in the artillery and later in the Royal Flying Corps. Following the war Mr. Boyd was in the province of Saskatchewan aiding in real estate management and as a field inspector for the Department of Soldiers' Civil Re-establishment. He entered C. N. R. service in July, 1927, as an assistant engineer of the Bureau of Economics.

**Edgar J. Denyar**, credit clerk of the Canadian National, has been appointed assistant treasurer of that road with headquarters at Montreal, Que. He succeeds the late **Edgar Fleming**, whose death was reported in the *Railway Age* of November 13.

**Jesus Zertuche**, auditor of disbursements of the National Railways of Mexico, has been promoted to general auditor, with headquarters as before at Mexico City,





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# What's the word you think most of at Christmas ?

**T**HERE'S one word men of good will everywhere associate with Christmas.

That word is "*Peace. Peace on earth*". . .

There can be no peace this Christmas. Not one of us would want the only kind of peace there could be, an inconclusive peace.

*But we do want the right kind of peace as soon as possible. And this Christmas we can help hasten the coming of that*

*wonderful day, by making War Bonds our chief gift.*

Every Bond you buy brightens the chances of a better world than man has ever known.

How, then, could you possibly give a better present than Bonds, Bonds, Bonds? Give them to each member of the family. Give them to your friends. Give them to *everybody—the greatest gift of all!*



## Give War Bonds for Christmas

### AMERICAN LOCOMOTIVE COMPANY

*This advertisement prepared under the auspices of the U. S. Treasury Department and the War Advertising Council.*

December 4, 1943

33

D. F., succeeding **Guillermo Lopez Espino**, who has been appointed auditor of disbursements. **Manuel Rosas** has been appointed auditor of passenger receipts, with headquarters at Mexico City. Mr. Zertuche was born at Lampazos, N. L., and entered railway service on August 1, 1903,



**Jesus Zertuche**

with the National Railways of Mexico. On January 1, 1907, he went with the El Oro Mining Railway Company as station and express agent at El Oro, Mex., returning to the National Railways in October of the same year as station and express agent at Empalme Escobedo, Gto. On February 1, 1908, he was appointed traveling auditor and on August 1, 1914, he was advanced to auditor of disbursements with headquarters at Mexico City. Four months later, Mr. Zertuche was promoted to auditor of disbursements and materials and on January 1, 1917, he was advanced to assistant general auditor. A year later, he was appointed auditor of disbursements and on May 16, 1920, he was advanced to auditor. On April 1, 1925, he was again appointed auditor of disbursements, which position he held until his recent promotion, effective November 10.

**Horace B. Thompson**, general attorney of the Union Pacific for the state of Idaho, has been promoted to general solicitor in charge of the company's legal affairs in Utah, Idaho and Montana, with headquarters at Salt Lake City, Utah, succeeding **George H. Smith**, who has retired. **Leslie H. Anderson**, Pocatello, Idaho, has been appointed general attorney for the state of Idaho, replacing Mr. Thompson.

## TRAFFIC

**Charner S. Bramlett** has been appointed division freight and passenger agent of the Southern, with headquarters at Spartanburg, S. C.

**Thomas P. Casey**, general agent of the Chicago, Milwaukee, St. Paul & Pacific with headquarters at New York, has been appointed district freight traffic manager, also at New York.

**A. J. Stilling**, assistant to the general freight traffic manager of the Union Pacific, has been promoted to assistant general freight traffic manager, with headquarters as before at Omaha, Neb.

**Lewis P. East**, livestock traffic agent of the Pennsylvania, with headquarters at Richmond, Ind., has been promoted to general agricultural agent, with the same headquarters, succeeding **Russell G. East**, whose death on November 3 was reported in the *Railway Age* of November 13.

**Joseph H. S. Winne**, district passenger agent of the Pennsylvania at Los Angeles, Calif., has been promoted to division passenger agent, with headquarters at Cleveland, Ohio. **Douglas Seaman**, passenger representative at Chicago, has been advanced to district passenger agent, with headquarters at Los Angeles, succeeding Mr. Winne.

## OPERATING

**W. Earl Allen**, home route clerk of the Norfolk & Western at Roanoke, Va., has been appointed superintendent of car serv-



**W. Earl Allen**

ice at that place. Mr. Allen, who was born at Roanoke on August 4, 1893, entered N. & W. service on July 7, 1907, as an office boy in the office of the superintendent of car service, becoming cutting machine operator in June, 1908. His entire subsequent career was in this office. He served successively during 1909 as home record clerk, foreign record clerk, and utility clerk. In April, 1910, he became passenger record clerk, later becoming in turn per diem clerk and claim clerk. He was appointed home route clerk in September, 1937, serving in this capacity until his recent appointment as superintendent of car service at Roanoke.

**Charles Thomas Montgomery**, superintendent of the New Glasgow, N. S., division of the Canadian National, has been transferred to the Moncton, N. B., division, succeeding **Edgar Alexander Robertson**, who has been appointed superintendent of transportation, Atlantic region. **Clarence Scott Pushie**, superintendent of the Halifax, N. S., division, succeeds Mr. Montgomery at New Glasgow. **Harold Austin Pickering**, superintendent of terminals at Halifax, has also been appointed superintendent of the Halifax division succeeding Mr. Pushie.

**John L. Webb**, general superintendent of stations and transfers of the Pennsyl-

vania with headquarters at Philadelphia, Pa., has been promoted to manager of stations and motor service on the staff of the vice-president of operation, at Philadelphia.

**O. H. Zimmerman, Jr.**, assistant trainmaster of the Chicago district of the Illinois Central, with headquarters at Kankakee, Ill., has been promoted to trainmaster of the Peoria and Mattoon districts, with headquarters at Mattoon, Ill., succeeding **A. H. Ganong**, who has resigned.

**L. B. Clary**, division superintendent of the Southwestern division of the St. Louis-San Francisco (Frisco), with headquarters at Tulsa, Okla., has been transferred to the Eastern division, with headquarters at Springfield, Mo., succeeding **G. H. Jury**, who has been transferred to the River division, with headquarters at Chaffe, Mo., replacing **H. R. Wade**. **H. W. Hale**, division superintendent of the Northern division, with headquarters at Ft. Scott, Kan., has been transferred to the Southwestern division, relieving Mr. Clary, and Mr. Wade has been transferred to the Northern division, succeeding Mr. Hale.

## ENGINEERING & SIGNALING

**James F. Farrin**, assistant engineer on the staff of the chief engineer of the Illinois Central, with headquarters at Chicago, has retired after more than 30 years service.

**Harry Lee Black**, whose appointment as signal engineer of the Canadian National, Atlantic region with headquarters at Moncton, N. B., was announced in the *Railway Age* of November 27, was born at Milford, Ill. He went to Canada in 1912 when he entered the employ of the Toronto Construction Company. Mr. Black entered the service of the Canadian Government (now Canadian National) in 1916 as signal foreman at Moncton, and in 1918 he became supervisor at Montreal, being transferred in that same year to Portland, Me. In 1923 he was appointed superintendent of signals, Central region, with headquarters at Toronto, Ont., continuing in that capacity until his recent promotion to signal engineer of the Atlantic region at Moncton.

**Lieutenant Colonel Daniel Hillman**, whose retirement as district engineer, Quebec district, of the Canadian Pacific, with headquarters at Montreal, Que., was announced in the *Railway Age* of November 6, was born at Aldborough, Ont., on November 6, 1877. He entered railroad service in October, 1901, in the engineering department of the Canadian Pacific, serving successively as chainman, rodman, topographer, levelman, and transitman. Mr. Hillman was assistant engineer from 1905 to 1912, and was appointed division engineer in 1913. After military service in World War I, when he won his Distinguished Service Order with the railway troops of the Canadian Expeditionary Force, he returned in December, 1919, to the Canadian Pacific as assistant engineer of construction at Montreal, becoming engineer of construction in 1923. In 1933 he was appointed district engineer of the Quebec district, serving in that capacity until his recent retirement.





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# SAVE VITAL WAR MATERIALS... *Keep Locomotives in Service Longer*

**T**HROUGHOUT many years of war and peace, HUNT-SPILLER *Air Furnace* GUN IRON has served the railways well. Experienced railway men recognize its unsurpassed merit—not only as a thoroughly homogeneous, easily machineable material, but also as a long-wearing, heat-resisting high-strength product—adapted in every respect to the toughest kind of heavy duty locomotive service.

In this war steam locomotives are supreme! They're moving traffic in staggering quantities—and must continue to do so—perhaps for years. . . . It's the kind of service for which HUNT-SPILLER *Air Furnace* GUN IRON is preeminent! Use this material for locomotive parts listed below—and your locomotives will remain in operating condition for much longer periods.

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Cylinder Bushings  
Cylinder Packing Rings  
Pistons or Piston Bull Rings  
Valve Bushings  
Valve Packing Rings  
Valve Bull Rings  
Crosshead Shoes  
Hub Liners  
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Floating Rod Bushings

#### Finished Parts

Dunbar Sectional Type Packing  
Duplex Sectional Type Packing  
for Cylinders and Valves  
(Duplex Springs for Above  
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for Diesel Service

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# HUNT-SPILLER GUN IRON

*Air Furnace*

**J. A. Irvine**, whose appointment as district engineer of the Quebec district of the Canadian Pacific with headquarters at Montreal, Que., was announced in the *Railway Age* of November 6, entered the service of the Canadian Pacific in 1901 in the mechanical department, transferring to the engineering department in that year. Thereafter he served at Chapleau, Ont., Woodstock, N. B., Kingston, Ont., and Montreal, Que., becoming engineer in 1912. In 1913 he was appointed division engineer of the Ontario district with headquarters at Toronto, Ont., being transferred to London, Ont., in 1920. He served as division engineer of the Algoma district from 1929 to 1938, with headquarters at Schreiber, Ont., until 1933 when he was transferred to Sudbury, Ont. In 1938 Mr. Irvine became assistant district engineer with headquarters



**J. A. Irvine**

at Montreal, and he held this position until his recent promotion to district engineer with the same headquarters.

## PURCHASES AND STORES

**R. L. Casey** has been appointed storekeeper of the Boston & Maine at East Deerfield, Mass., succeeding **J. S. Hayes**, who has been transferred to Concord, N. H., replacing **A. P. Dunbar**. **W. A. Carney** has been appointed storekeeper at Mechanicville, N. Y.

**Stanley R. Proffitt**, chief clerk of the purchasing department of the Western Pacific, has been promoted to assistant purchasing agent and not to purchasing agent, as reported in the *Railway Age* of November 13. **Clarence F. Post** continues as purchasing agent.

## MECHANICAL

**Thomas H. Dickson**, whose appointment as electrical engineer of the Canadian National, Atlantic region, was announced in the *Railway Age* of November 27, was born at Pictou, N. S., and graduated from Dalhousie University at Halifax, N. S., in 1920 with a B.A. degree. In 1922 he received a B.S. degree in electrical engineer-

ing from the Nova Scotia Technical College. Mr. Dickson entered the service of the Canadian National on May 1, 1925 as a draftsman in the mechanical department,



**Thomas H. Dickson**

and in September, 1926, he was appointed supervisor of unit cars. This position he maintained until his recent appointment as electrical engineer of the Atlantic region with headquarters at Moncton, N. B.

## SPECIAL

**M. Eckert**, chief accounting and financial officer of the Missouri Pacific, has been appointed also auditor of Eagle Airlines, Inc. (Missouri Pacific air transport subsidiary), with headquarters at St. Louis, Mo.

**Walter W. Fowler**, operations superintendent of Trans-Canada Air Lines (Canadian National subsidiary) at Moncton, N. B., has been promoted to assistant operations manager at Winnipeg, Man., and **Frank I. Young**, chief pilot at Toronto, Ont., will succeed Mr. Fowler at Moncton. The above appointments are effective January 1, 1944.

## OBITUARY

**W. L. Roller**, division engineer of the Chesapeake & Ohio at Columbus, Ohio, died on November 19 of a cerebral tumor, after an extended illness.

**Chester A. Oakes**, assistant to general land and tax agent of the New York Central, died on November 29 at a West Englewood, N. J., hospital. He was 51 years old.

**J. O. Gill**, who retired in 1942 as assistant general traffic manager of the Gulf, Mobile & Ohio, with headquarters at Mobile, Ala., died at his home in that city on October 29 after a short illness.

**William A. Kraemer**, who retired as assistant general manager, Eastern district of the Chicago & North Western on October 1, because of ill health, died at his home in Chicago on November 27. Mr. Kraemer was born at Rockfield, Wis., on November 7, 1889, and entered the employ of the Chicago & North Western on July

13, 1903, as a telegraph operator at Jackson, Wis. For the next six years he served as a pump and switchlamp tender at Rockfield, and an agent and operator at points in Wisconsin. In 1909, he was promoted to suburban inspector of the Wisconsin division with headquarters at Chicago, and in November, 1919, he was promoted to assistant superintendent of the Wisconsin division at Chicago. In May, 1935, he was promoted to superintendent of the Galeno division, with the same headquarters, and in December, 1938, he was advanced to assistant general superintendent, Eastern district. In March, 1940, Mr. Kraemer was promoted to assistant general manager, Eastern district, which position he held until his retirement.

**William N. Garvin**, superintendent of transportation of the Wabash, with headquarters at St. Louis, Mo., died in a hospital at Decatur, Ill., on November 29, following a short illness.

**William F. Owen**, who retired in 1919 as president and general manager of the Gulf, Mobile & Northern (now part of the Gulf, Mobile & Ohio), died in a hospital at New Orleans, La., on November 18. Mr. Owen was born at Mobile, Ala., on March 31, 1856, and entered railway service in 1871 as a clerk of the freight department of the New Orleans, Mobile & Texas (now part of the Missouri Pacific), subsequently serving as ticket agent and assistant freight agent, with headquarters at Mobile. In May, 1878, he went with the Morgan's Louisiana & Texas (now part of the Southern Pacific Lines in Texas and Louisiana) as a passenger conductor and in 1882 he was promoted to master of trains and chief dispatcher. Two years later Mr. Owen was advanced to master of transportation and in 1885 to superintendent. In 1907 he was appointed assistant to the president of the Mobile, Jackson & Kansas City (now part of the Gulf, Mobile & Ohio), being promoted to general manager in December, 1909. In 1910 he was appointed general manager of the New Orleans, Mobile & Chicago (successor to the M. J. & K. C.), and in the same year he was advanced to vice-president and general manager. On January 13, 1912, Mr. Owen was elected to the position he held at the time of his retirement.

**RESTORING RUSSIAN RAILWAYS.**—"Russian railwaymen, following close behind the Red Army to restore re-captured railway lines to working order, are making tremendous efforts to keep pace with the advance of the army. In the last fortnight of September nearly 750 miles of track on the central and southern fronts were restored to operation, ready to bring up reinforcements and supplies, according to the Soviet Vice-Commissar for Railways. Many large stations and important junctions are already functioning again. During the last six months some 5,000 miles of track have been restored. The total to date for the whole war in Russia is nearly 10,000 miles of single track, 700 miles of double track, and 1,500 miles of siding and marshalling yard."—The *Railway Gazette* (London), October 29.